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DIRECTORY & CHRONICLE FOR 1908.

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2.00 m. to 9.30 s.m. ... Every 80 minutes. 9.80 m. to 10.80 a.m. ... Every 15 minutes. 10.00 .m. to 11.00 s.m. ... Every 10 minutes. 11.46 a.m. to 12.00 Noon. Every 15 minutes. 22.00 Noon to 1:00 p.m. ... Every 10 minutest 1,00 p.m. to 8.00 p.m. ... Every 15 minutes. 6.00 m. to 8.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 800 p.m. ... Every 10 minutes. NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour. SPECIAL CARS by arrangement at the Com-

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SUPERIOR PALE DRY.

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A.S. WATSON & CO.. LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 3rd June, 1908.

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All letters for publication should be written or one side of the paper only. No enonymously signed communications that have already appeared in other papers will be inserted.

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HONGRONG OFFICE: 10A, DES VŒDI ROAD LONDON OFFICE: 131. FLEET STREET. E.C.

Hondrong, June 18th, 1908 WE reproduce on page 9 of this issue an article which must deeply interest those interested in British shipping. We are solemnly warned therein that Britishsailors. are being crowded out of the British mercantile marine by "cheap foreigners," and that the subsidies paid by foreign governments are tending to cut British freights to a ruinously low level. The idea of the writer scems to be that Britain must in self | the Scottish Union and National Insurance Co. defence go in for some method of subsidy or bounty to save its shipping though he makes no definite suggestion. The sentiment of the British people still seems to beagainst any proposal of a protective nature, and we doubt if it would be at all easy to get the present government to consider any sort of proposal for shipping subsidies. Prima facie, that would appear to be a more reasonable course to follow than to expect all the foreign governments which believe Third Battalion "The Dike of Cambridge's in the subsidy system to fall into line with Own "(Middlesex Regiment) will play the caravan must keep his men at a distance us. Some of the good people who have felt following programme of music during dinner and make himself respected, and this is 'alarm at the apparent decline of British shipping in their outeries have sought to March "Knight Erand," Bidgood prove too much, and have alleged that subsidies do not pay the governments which -grant-thom. We cannot presume to arguethat point, but merely point out that in the course of experience foreign governments ought to know their own business best What seems reasonable at the moment is this, that if we believe British shipping is ought not to rail at foreign governments for doing their best for their own, but rather to | &c .- Roast Lamb and Mint Sauc , Roast Capon complain that our own Government does not do as well for as, and to submit to it. and urge upon it some definite proposal.

There are those who desire to see the reenactment of the Navigation Acts by way of remedy. These protective Acts had the two-fold object of protecting British seaborne commerce and the interests of British seamen; and also to help to maintain an available reserve of sailors for the Navy. They were repealed when the British nation had got the idea that Iree Trade was a blessing in itself, that it was the end instead of a means to an end. Likewise, the immediately preceding institution of continuous service in the Navy had made their second object—to, be a nursery for the Navy—less necessary. After the Cimean War the Navy no longer depended upon the Merchant Service for its supply of men, and so the repeal of the Navigation Acts seemed to be warranted on all grounds. The subsequent introduction of short service in the Navy was a further factor in reducing the importance of the merchant service as a source of supply to the Navy, and it made the Royal Naval Reserve almost a negligible quantity. To-day, in spite of the good relations fostered and encouraged between the two services by the Merchant Service Guild and men like Lord CHARLES BERESFORD, it is probably fair to say that no interchange of men is counted of interest is 9 per cent. per annum and the on to any appreciable extent. Each service, so far as men are concerned, is self-dependant. So it is unlikely that the old Acts will ever be welcomed back. Other remedies, as we believe we have; pointed out before, are far to seek. The increase in the number of "cheap foreigners" on British ships is obviously not a matter for British shipowners to worky over. I: foreign sailors are cheaper, and do the work just as well, the saving ontheir wages seems to partly take the place of the subsidy that some of them would like to draw. With regard to the decline is the number of British sailors, it will be suggested that the cost of attracting Biltons back to the service, by improving the conditions, could not be borne by the slipowners, already hard put to it to maintain the supremacy of British shipping. It seems clear enough that there are two distinut patriotic desires involved, the prosperity of British shipping. and the prosperity of British sailors, and that the two appear to dash. The Home Government, in its usual impulsive way, has taken one view of the employment of Asiatics; local shippers take quite another.

There were twelve plaguen diffications yester day, making the total at non 729.

who have ideas beyond mere jeremiads.

as we have seen. It is comparatively easy

to pen such articles as the one to which we

thus call attention, and it has been no more

difficult to point out the complexity of

the position. To put forward constructive

criticisms, to discover fessible remedies, is

quite another matter; and we would be

glad to welcome the co-peration of those

The H.K.V.R.A. shoot for the May Cup takes place to-day and to-morrow, at King's Park Range, 200 yards.

The American Consul-General notifies that by direction of the Insular Collector . actions of the Philippine Islands, the ports of Jurata and Sitanki, P. I., will be closed as por:s of entry on June 30, 1908.

Last evening Mr. Silvertons was entertained by the members of his stall at a dinner at the Hongkong Hotel. During the past three years Mr. Silverstone has been sgent of the Pacific Mail S. S. Co., Occidental and Oriental S. S. Co., Toye Kisen Kaisks, and Portland and Asiatic S. S. Co. Accompanied by Mrs. Silverstone and their joungest son he leaving on s/s " Kores" siling Tuesday next on a vacation of six months.

Messra. Sander, Wieler & Co., as agents for send us the directors' report for 1907, from which we learn that 929 sew life policies for £579,257 were issued, at premiums totalling. £25,256. Four hundred and eight death claims were paid. For annuities, £1,921 were received Fire premiums amounting to £642,502 were received, leaving a credit balance of £67.104. The year's net profit was £139,882, which allowed a dividend of 1 per cent.

By kind permission of Mijor R. L. H. Burton and Officers Commanding the Band of the at the Hongkong Hotel, this (Saturday) even-

ing, 13th June 1918. Valse Daffodil," Tickell Selection " I es cloches de Corneville," Planquette Romance "Simple Aven," Thome Overture Belisacio, Donizetti Gavotte "Intermezzo" Hall Selection..... Floradora,"...... Stuart Two Step ... "Laughing Water," Jäger Regimental Marshes.

God bless the Prince of Wales. God save the King. DINNER MENU.-Hors D'Euvres-Cod's Roe on Toast. Soup-Gravy Soup-Fish-Fish Cutsuffering because of foreign subsidies, we lets and Piquante Sauce. Entrées-Jugged Hare and Red Current Jelly, Bolf and Olives, Chicken and Macaroni Patties. Cury-Forcemest. Jointy, and Celery Sauce, Boiled Corned Leg of Pork and Peace Pudding, Cold Potted Corned Beef and Mixed Salad. Sweets-Vermicelli Fudding. Vanilla Ice Cream and Finger Cakes, Tipsy Cake, Cheese Straws. Desert-Coffee-Fruit.

At the Marine Court yesterday three sailors Other eight bodies have been recovered by the TELEGRAMS. were sentenced to six weeks hard labour, or the "Powan" disaster. until the ship's next sailing.

is carried into effect, the output will be reduced summer. by 235,000 bags.

the captain and six men of the boat "Lactour," from St. Lazaira.

Nothing more clearly shows the rate of interest it is possible to obtain in Japan on comparatively good security than the following transaction. The Nagoya Electric Light Company has contracted a loan of X500,000 from the Meiji Fire and Tokyo Marine Insurance Companies, and a provisional contract was signed on the 29th ultimo, in which the ret price 95, the principal to be redeemed in five years. Practically this is at the rate of 10 per cent. with security on the company's plant, No wonder that companies always look abroad when they require cheap capital. The loan will be used to defray in part the cost of my chinery for driving the engines by the power obtained from the Nagara River. The total cost of the work is estimated at \$1,500,000.

A statement was circulated in London last month to the effect that negotiations were progress between the P. and O. Steamship Companyand the Canadian Pacific Company for the establisment of a Pacific Shipping Combine, "The result anticipated in shipping circles, "it was further stated, "is that the P. & O. Company will eventually purchase the existing first of the Canadian Pacific Line, including certain new ships that would have been in commission for the latter company's service but for the present negotiation." Sir Thomas Shaughnessy. President of the Canadian Pacific Company, emphatically denied the truth of the statement. "There is absolute'y no foundation for the report" he said, "The Canadian Pacific Company has not the slight sa intention of combining with any steamship line. We own private steamboats not because we have any desire to compete in the steamship business, but simply that the traffic from our railway termini requiring water transit may be conveyed more expeditiously and with greater convenience than would otherwise be the case." In another authoritative quarter the rumours of a Pacific "combine" were also denied.

M. Klobakowski's nomination as Governor General of Indo-China has been well received by our southern neighbours. The Cochinchile Française says the choice is an excellent one as in the present state of the Colony it is necessary to have at the head of affairs a man who knows it well. After having been "chef de cabinet du préfet," M. Klobukowski went in 1882 to Cochin-Chineas chef de cabinet du gouverneur, and he subsequently held the appointment of director of the cabinet of the Besident General in Annam and at Tonkin in 1886. In 1887 he became Secretary-General to the Government-General of Indo-China. Since as Consul or as Minister Plenipotentiary he has occupied posinotably at Calcutta and Bangkok where he was stationed in 1901. His most recent appointment Las been as Consul-General at Cairo, and no long ago he returned from a misseion extraordinaire to King Menelik in Abysinnia. M. Klebukowski, who was born in 1855 married a daughter of M. Paul Bert, a former colleague of his in Indo-China. The new Governor-General is not expected to reach Saigon until September unless events on the Chinese frontier render it necessary to expedite his departure from Paris. M. Bonhaure, the acting governor general, in consequence of the events on the frontier, is expected to remain at Hanoi qutil M. Klobukowski arrives.

Count de Lesdain describes his recent honeymoon j urney "From Peking to Sikkim" in a beautifully illustrated book published by Mr. John Murray Incidentally, he says: "Is it advantageous to have Christian servants when travelling in Chica P I should answer the question in the negative. The fact is that Christians, accostomed to being constantly helped and pampered by their missionaries. consider themselves specially unlucky unless they always received the same amiable and confidential treatment. But the chief of impossible in dealing with Chinese Christians who become insolently familiar, and discusstheir orders as soon as they cease, to grovel After a few days they are discontented, and constantly threaten to report to their missignaries the cavalier treatment which they are receiving. With this nation above all othersiear is the beginning of wisdom. I should always recommend travellors to take with them heather Chinese opium smokers, if possible, to pay reminded of the fact. As matters stand at. them liberally, and to punish them mercilessly for the least fault. For money the Chinawell when his evil instincts are held in check by Relling yarn in Hongkong by means of inducethe hope of a large reward. The Christians are as great thieves as the heathen, but they are more hypocritical, and certainly more deceitful. Finally, there are opium smokers among them as I proved later on."

At St. Audrews Church, Kowloon, to-A meeting on the 29th ultime, of the repres morrow Holy Communion will be adminsemiatives of the Japan, Yokohama, and Koba listered at noon instead of at 8 o'clock as Sugar Refining Companies agreed to stop customary on second Sundays of the month entirely the production of sugar for the home. Morning prayer and sermon at 11 a.m. when market during June, in order to maintain the if the weather permit the Church party, F. price, and prevent the loss which might result Company Middlesex Regiment, will attend. during the rainy season, when sugar stored is | Evening prayer and sermon at 6 p.m. as usual. very liable to lose weight. When this resolution | The Sunday School is now closed for the

A steamship company is being formed at A strange message from the sea was recently Fusan by Japanese to carry on a coasting trade received at Biarritz. A bird was shot there, on in Korean waters. The company is to be one leg of which was tied a small card. On the named the Kannan Steamship Company. On card was written the following message:- the application of the projectors of the company " February 26, 1908.—Are lost on an island the Korean Government has agreed to grant a unobseted, 32 degrees latitude north, by 46 loan or subsidy of ¥30,000 for three years under longitude. We have food for five months, certain conditions. The subsidy granted is to Come and help us." The message is signed by be repaid by setting saide at each business period not less than 3 per cent of the net profit of the company. The prospectus of the company is to be shortly published in the newspapers of Osaka, Tokyo, Chemulpo, Seoul, Fusan, Mokpe, and Gensan.

> The Right Hon, Alfred Lyttelton, M.C., M.P. presided over the fifty-second anniversary of The Mission to Seamen in the Church Housel Westminster, last month, when he was supported by the Archbishop of Melbourne, the Bishops of Auckland, N.Z., and Newcastle-N.S.W., Admiral Sir John Durnford, x B.C. (President of the Royal Naval College, Greenwich), Sir T. Pewell Buxton, Bart, c.c.m.g. (formerly Governor of South Australia). Admiral the Hon, Sir E.R. Fremantle, G.C.B. General Sir W. P. Wright, E.C.B., Admira, Chaifield, c.m., Canon A. E. Barnes Lawrence, Canon McCormick, Canon F. Storer Clark. Canon Lambert, and many others. The Missions to Seamen has fifty-two years been making spiritual provision for crews of many nationalities and creeds, fishermen and barge, men, &c., as far as possible when at sea, as well as whilst in port, as anchor and ashore. It does so now in sixty-one harbours round the British Isles, and in thirty-two ports abroad All the year round, in all practicable weathers, its seventy-eight mission vessels and boats are every day carrying sixty-four Chaplains and ninety-four Readers, &c., from ship to ship to their crews on board. Including 1442 Church Offertories and Legacies amounting to Missions to Seamen during its fifty second year (1907) amounted to £54,601, 18s. 7d.

has been off-red the Bishopric of Washington. City, but to the great satisfaction of his many friends in Manils, the Bishop has declined the offer. In a letter to Bishop McKim, president of the Diocesan Convention at Washington, which you bid me enter - they inspire me; nor leadership which you invite me to face in were arrested, company with you—they challenge me; nor that I do not oftentimes yearn to serve the church in the homeland again-I am human. But God charges me to-day-the morrow can take care of itself-to continue my witness to the high importance of the far off missions of the Church the Orient by abiding on the spot where I am. being loyal to Christ's inner leading here on the Church's and the Nation's frontier, I am serving possible, and I rejoice to feel that this is so, for [would double-knot the cord with which your own hands have bound me to you. It was due tions which complete his colonial education, to the statesmanship and insight of your late noble-hearted Bishop that this Missionary District came into being, and he was, in large measure, responsible for my coming here. affection for and trust in me, in which I glory, were deeper than words. It is my desire to justify his confidence in me by gladly making. any sacrifice that God asks on behalf of the worl even to suffering or, if need be, death.

Cup was held at Happy Valley between June 6th, and June 8th. The following cards were returned :-

E. Davidson C. E. H. Deavis B/--- 3 95 - 18A. Morfey Dr. G. M. Harston D. Clark ... 92-14 78 ... 81-4 80 31 entries. C. T. Beath E Davidson ... M. A. Murray C. E. H. Beavis

THE COTTON, YARN-LOTTERY

Winner of Cup.

Tie for Pool.

Japanese Consul about the prohibition -in Hongkong of the sale of the cotton yarn brize announced, the Colonial anthorities of Hong. kong wrote to the Japanese Government pointing out that the scheme was at variance. with the law of the Colony, and that as the sale of tickets might be prohibited in Hongkong the request was made that the Japan Cotton . Spinners Association should present nothing can ba done against the co ree taken by the Colonial Government.

The Osahu Mainichi states that the Cotton man will go anywhere, and usually believes & Spinners' Association, finding difficulty inment of lottery tickets, volutitarily abandoned the issue and arranged to grant a bounty on yarn shipped to Hongkong In consequence, the prohibition of the sale of tickets will in no way affect the shipment of yarn to Hongkong. have been shipped to Hongkong since March last.

[" DAILY PRESS" EXCLUSIVE SERVICE.]

STEEL COMBINE.

London, June 12th.

A steel combine has been formed with a capital of 125 millions.

ANOTHER ATTEMPT ON THE TSAR.

London, June 12th. The Tear narrowly escaped assassination.

THE INSPECTOR GENERAL.

London, June 12th.

Sir Robert Hart has arrived in He is suffering insomnia, but otherwise is better. The Inspector General was unaware of the appointment of Sir Walter Hillier as adviser to the Chinese Government.

> [REUTER'S SERVICE.] MULAI HAFID.

LONDON, June 10th. Mulai Hafid has entered Fez with much

A BATTLESHIP'S NARROW ESCAPE

LONDON, June 10th. II.M.S. Irresistible while exercising in

the Channel had a narrow escape from capsizing. The sea valves refusing to close, the water rushed in listing her heavily. Tugs answered her signals of distress and are standing by, constantly pumping. The water is now under control.

THE YUNNAN REBELLION.

London, June 10th, The local officials on the Yunnan border 26,004. 10s 8d. the total receipts of The have apologised to the French authorities for the recent attack on a French reconnoitring party, and have promised to Bishop Brent, D.D., of the Philippine Islands | punish the culprits.

THE JAPANESE IN CALIFORNIA:

EONDON, Jude 10th. The whites in the Los Angeles melon Bishop Brent gave the following reasons for district, California, have demolished a Jahis desision . -" It is not that I fail to sissge in paucio wagen and lujured the occupants." the splender of the Missionary opportunity in They also stoned a crowd of Japanese sever-Washington and the dignity of the heritage ly injuring several. The whites reseat the that I shrink from the tasks and problems of presence of the Japanese. Several whites-

WEDDING AT KOWLOON.

A wedding which had considerable brillianes in spite of the inclement weather was celebrated yesterday afternoon at St. Andrew's Church and the gravity of the nation's responsibility in Kowloon, the contracting parties being Captain Alfred Henry Proctor of the 105th Mahratta Light Infantry, and Miss Dorothy Rome, fecently arrived from England on the "Sardinia." you at the centre in the most effective way There was a large congregation, which included Colonel Darling, Major Evans, Commodore Stokes, Captain Mitchell Paylor, A.D.C. to H.E. the Governor, and other officers. The brider becomingly attired, was given away by Major. Chitty, and Lieut. Haughton acted as best man The Rev. A. Dalles, Ennis, Chaplain to the Forces, performed the ceremony assisted by the Rev. A. J. Stevens. The hymns sung were "The voice that breathed o'er E len, "ChOh Perfeet Love," led by Mr. E. S. Carruthers at the organ, After the signing of the register the bridal party left the church to the strains of The monthly competition for the Captain's Mendelssohn's Welding March, passing down the aisle under an avenue of shining steel furnished by the crossed swords of the officers while outside native officers formed a guard The bells rang out & merry peal as congregation dispersed to reassemble at the mess of the 105th Mahrattas, where wedding reception was held. The band of the Mahrattas discoursed selections. The happy couple leave to-day for Japan. The church was beautifully decorated with flowers and greenery by Medames Waller, Waitling and Butterworth, assisted by Major Chit'y, Major Grace, and Lieut. Haughton.

THE CAMPHOR TRADE

HEAVE FALLING-OFF.

Since December last, when the contract

the agency for the sale of camphor in Europe According to a Tokyo message, nothing has and America with Messre. Samuel & Co. yet been heard at: the Foreign Office from the expired, the Government has taken upon, itself the sale of camphor, stationing officials in London and New York for that purpose. We tickets there. When the scheme was first learn from Japanese sources that the market agroad has been very unfavourable ever since the business was taken out of the hands of the foreign firm. The export of the article this year up to April was not more than 158,905 kin against 361,250 kin for the corresponding period of last year. In value the falling off this year has been even more remarkable as the result of the general decline of the market. The figures for this year are only Yen 162:00 against Yen 423,000 for last year. The fallingoff in the sale this year may be partly due of inexperience in the business on the part of the Government officials in charge but it regarded as chiefly doe to the remarkable decrease in the demand for camphor in Europe and America. The annual output of camphor in Formosa exceeds Yen 4,000. 0 forming. one of the most important lines of export com-The Osaka journal adds that 1,100 bales of yarn | modities, but its sale has also heavily declined.-"Japan Chronicle."

SUPREME COURT.

Friday, 12th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT).

QUESTIONED JUDGMENTS.

A motion was presented by the Hon. Mr. H. E. Pollock, K.C., for an order to set aside judgments given against the Tung Shing Wo firm in November last on the ground that the defendants had never existed or had a place of business, nor had any of their partners ever been resident in the Colony of Hongkong; and that the debts in respect of which the actions were brought were incurred, if at all, in the Empire of China, and not in Hongkong; and that the orders in pursuance of which the write in the actions were served by ways of substituted

Mr. Pollock was instructed by Mr. Descen, (of Messrs. Deacon, Looker and Deacon), on behalf of the Tung Shing Wo firm, the defendants in the original action, and Mr. M. W. Slade (instructed by Mr. Crowther Smith, of Mesars. D'Almada and Smith) appeared for the plain-

service were wrongfully obtained.

At the outset his Lordship raised the point that a motion to set aside must be made within a reasonable time, as soon as possible. otherwise they would be held to acquiesce in the judgment,

Mr. Pollook said the motion was made within six months. They did not know of the judgments until after they were given. Proceeding, he read an affidavit by Mr. Descon, who stated therein that as the result, of instructions received by his firm, his agent had interviewed one of the partners in the defendant firm who was then in prison in Newchwang, where he had been imprisoned by the Chinese Government in consequence of the firm's insolvency. As a result of those interviews a declaration was prepared, which the prisoner was willing to sign, but was provented by the Customs Tantai and the Chairman of the Cainese Chamber of Commerce, purporting to be soting on behalf of the Newchwang creditors. The agent for Messra Descon, Looker and Descon said in his affiliavit that from the information he had obtained he believed that the claims of the plaintiffs had originated at Newshwang, and were not claims within the jurisdiction of the Hongkong Court.

His Lordship-You must satisfy me that you have taken steps within a reasonable time. Mr. Pollock-Quite so, my Lord. I have a draft of the declaration that this man was

prepared to sign: His Lordship I can only look at it by

Mr. Polloc .- This man was interviewed by a barrister, the agent for Messra, Deacon, Looker and Descon: I submit your Lordship should look at it.

Mr. Slade objected. Mr Pallack _ Chiefs the declaration this man was prepared to sign, but he was promise rrom

"His Lordship-Id not see my way to look at

Mr. Pollook said the allegations of the other side were made on the fact that the defendants had a place of business in Bonham Strand, and inside the shop of the Tak Shing firm. He had an enormous body of evidence to combat that -He argued that the statement which was attached to Mr. Descon's second affiliavit was admissible because it was a statement made to the legal agent of Mesers. Descon, Looker and Descon. It-was not a casual statement, but one regularly made. ...

The Chief Justice :- It would introduce for too dangerous a quantity, A man might change his mind at the last moment and say No. that is not the statement I am prepared The further hearing was adjourned until

> THE CHINESE EMPEROR'S MARRIAGE LINES."

The discovery in a South German village f the "marriage lines" of the Emperor of China has resulted in the institution of proceedings against a German military official who participated in the expedition to Peking in 1900. The action has been begun by the German Foreign Office, on behalf of the Chinese Legation in Berlin, which, as soon as the authenticity of the document was established. demanded that rigorous measures be taken against the person who appropriated it as a 'souvenir." His identity was brought to light by his own efforts to open nego istions with the Legation for the restoration of the document. The "lines," which are inscribed upon yellow silk in both Chinese and Manchu, have been translated, and read :-

"I, the Emperor of China, have in my fifteenth year spoken as follows: I rule the whole world, the land, the sea, the family of foreign realms, as well as every single inhabitant therein. I have chosen a happy day for my matrimonial union with Is-Chanala, the daughter of a general, who, of noblest sulture. possesses excellent qualities of every kind, of heart as well as of mind, so that she must be recognised as a good mother of the country. I have been commanded by the Empress Dowager. Tse-Chi-Tuan Jo-Coang-Q Zau-Ue-Tuangtzen to give thee this document. Thou shalt be obedient and remain always efficient, industrious. economical, simple. Then shalt thou live happily and through thy virtues attain blessedness. A heavenly calling awaits thee. Thou shalt bear me off-spring." "

The explanation how the document found its way out of China rivals its contents in interest. says the correspondent of a London paper. According to the German Foreign Office, the document was taken by a member of the army of oscupation as a rare souvenir of the campaign without the slightest conception of what it was. He claims he took the document only after other representatives of Western civilisation had "viewed" the Imperial palace and removed various articles. The "line that already been passed over as worthless by a number of souvenir-hunters when they fell into his keeping. They actually passed through the hands of Count von Waldersee, the German Commander in Chief, and other high officers, who raised no objection. Not until eight years later did the owner" decide voluntarily to offer to restore the document to the Chinese Government.

LEGISLATIVE COUNCIL.

The dehate on the clause giving the right of appeal to Governor-in-Conneil was continued by the Hon, Mr. Pollock who moved an amendment that the words "shall remit the matter to the Governor-in-Council with the opinion of the Court on the case stated " be followed by "and, shall have power to enforce such determination by mandamus, injunction prohibition or other order." The object of this amendment was he

said, to give to the Full Court power not only to cite an academic opinon upon a question of law submitted to it but, if necessary, to enforce that order in a proper way. It was obvious that it was no use asking the Governor-in-Council to direct a case to be stated for the opinon of the Full Court unless the Court had conferred upon it the necessary power to enforce its decrees. Notwithstanding the explanation of the hon. Colonial Secretary he thought it was absurd that a case stated should be referred back to the Governor-in-Council. The proce dure to be followed presupposed that the Governor-in-Council has taken a certain view. upon certain provisions which the appellant disputes and he asks that the matter shall come before the Full Court. From that moment the matter should vanish out of the Jurisdiction of the Governor-in Council entirely. The Full Governor-in-Council.

mendamus would be enforced upon the Gevernor.

Hen. Mr. Policek replied that the mandamus would be enforced upon the parties to the proceedings.

Hon. Sir HENRY BERKELEY said that in view of the unwillingness or inability of the Government to accept his amendment be thought it was advisable to insert words to secure the protection of the interests of the appellant and he considered that the Government should accept Mr. POLICCE'S amendment. Unless some clause of that kind were put in giving the remedy suggested by Mr. POLLOCK, the clause would become a dead letter. It was a principle of the course of justice that the High Court would not issue a brutum fulmen, would not express an opinion, would not issue a decree which it could not enforce,. and therefore if the Bill passed in that particular shape the Court would refuse to exercise the jurisdiction conferred upon it because it could not ensure obedience to any judgment it might deliver. He thought it would be an easy way out of the difficulty were Mr. Pollock's amendment to be adopted.

The AITORNEY GENERAL said he should like members to consider the effect of the amendment proposed. In reply to Sir Henry Berkeley he would say that their reason for not accepting such an amendment was that they considered it unnecessary. He did not wish to cast any reflection on the suggestion but if the amendment were carried it would make the appeal to the Governor-in-Council a farce. Personally he should always advise the Governor in Council to follow the rolling of the Full Court. not agree with the observations as to the attitude which the Court would adopt. Cases were stated for the opinion of the Court and the Court could not refuse to exercise. its discretion. The Ordinance expressly provided that upon a case being stated the Court shall give certain advice to the Governor. in-Council and shall remit the matter to the Governor-in-Council. That was according to statute, and he was quite sure no court would refuse to act upon it. What the result might be did not concern the Court, but the Governor. in Council. It was suggested by the mover of the amendment that the Building Authority being a Government official it would necessary to enforce the order of the Court by mandamus, but he submitted that was absolutely unnecessary, Sir Henry Berkeley had referred to the clause as being a dead letter but when the Legislature had imposed duties upon the Governor in-Council of an exceptional naturehe might say without precedent-constituting it a court of appeal, clothing him with legal jurisdiction, it was unnecessary to say that the Governor-in Council would ignore the opinion of the Court which it had saked or that an official of the Government would not act upon it. If parties having appeared desired mandamus or prohibition against any of the parties concerned they had the remedy which the law gave them. The object of the clause was to ensure that the Governor-in-Council should have the highest possible advice on any point of law and, speaking for himself, ha considered the amendment absolutely nanecessary.

Hon. Sir HENRY BERKELLY said that if the Attorney-General was of the opinion-which he would not dispute that parties would continue to have after the passing of that Ordinance the right to bring any action for mandamus, or injunction, the amendment might be allowed to drop; and he would move an rights of parties to bring setions for mandamus or injunction under the ordinary course.

The ATTORNEY-GENERAL replied that he

had no objection to that

Hon. Sir HENRY BERKELEY added "nothing herein contained shall exempt any person from; mandamus or prohibition."

The ATTORNEY CENTAL said that must not be taken as interfering with sections 87 and 89.

Hon Sim FENRY BERKELEY said he did not with to do that. The Legislature should leave protection. mothing in doubt and that was why he moved this further amendment. He wished it to be clear that that Bill did not take away the rights

of the individual to go to the Court for a mandamus, prohibition or injunction and that the only thing that shall be taken from him is the right to bring an action to recover damages against the officers protected by the Bill.

Hon. Mr. Pollock, in reply to the Attorney General, said that the persons whose discretion was referred to in the Bill included more than the Building Authority. It referred to the Senitary Board and any other person who had power given to him under that Ordinance. He did not consider that his argument had been met as to the absurdity of referring the matter. back to the Governor-in-Council from the Supreme Court, and he was afraid he must ask for a division upon his amendment.

Hon. Sir HENRY BERKELEY suggested that the Attorney-General should consider that when the Bill became law there would be erected in the Colony a new tribunal acting outside com. mon law in pursuance of statutory powers conferred upon it. With all respect to the Executive Council, he was bound to say that that court would be a court of inferior jurisdiction. The Supreme Court was the High Court exercising jurisdiction over all inferior courts, and that being so, he thought it would be well

matters brought before it. proposal was to authorise the Governor-in-Council to obtain the decision of the Supreme the amendment very necessary. Suppose an Court, and it was presumed by the amendment important building was delayed for some months sotual Prefect of Police in Paris, who is stated and he could not see the smallest that the Governor-in-Council having asked for it an action could not see the smallest that the Governor-in-Council having asked for it an action could not see the smallest that the Governor-in-Council having asked for it an action could not see the smallest that the Governor-in-Council having asked for it and the could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the smallest that the Governor-in-Council having asked for it are could not see the council having asked for it are could not see the council having asked for it are council having asked f trasen for the matter being remitted to the might not act upon it and that the Court had no right to issue a mandamus to enforce The COLONIAL TREASURER asked how a obedience. All he could say was that he would regard the appeal to the Governor-in-Council futile if such a course were to follow.

Hon Mr. Pollock said that was a reason for

socepting his proposal. Hon. Sir HENEY BERKELEY said that when it came to determining the rights of inhabitants the only proper tribunal is the tribunal which we have and if it was said that they would provide a safeguard that the Governor-in-Council would give their decision in accordance with law he thought they should go further and require the Goyernor-in-Council when an opinion has been stated to act upon it.

The ATTORNEY GENERAL asked if the speaker could give a precedent for that. Hon: Sir HENRY BERKELEY replied that or prohibition and this section shall not there was no precedent for the decision of a

point of law by the Executive Council. The Colonial SECRETARY said he thought they were getting away from the first principles. One of the first principles was to render the precedure in dealing with plans and everything connected with buildings as easy and speedy as possible. That was one reason why the Government was not able to accept the principle of referring those matters to the Supreme Court. No doubt legal men thought that the only proper tribunal was the Supreme Court. for the suggested procedure. . The existing procedure for appeal to the Governor-in-Council, which has given considerable satis- distinguished American engineer has for

giving the appellant power to ask the Governor-in Council to seek the advice of the Supreme Court on the points of law raised. It is workable and is likely to prove a profitable unby the amendment.

that the objection to embody the principle of the amendment in the Bill was a sentimental one. Hon. Sir HENRY BERKELEY said that the action of the Executive Council as a tribuna was liable to the review of the Supreme Court.

His Excellency said that the Governor-in-Council might be compelled to state a case for the Supreme Court where the law was in dispute. The Governor-in-Council was not constituted as a legal tribunal, and legal points would referred to the Eupreme Court. Clearly the meaning of the section was that in such a case the judgment of the Supreme Court would be operative.

The division was then taken. There voted: For the amendment-Hon, Mr. Slade, Hon, Sir Henry Berkeley, Hon. Mr. Stewart, Hon-Mr. Pollock, Hon. Mr. Wei Yuk, and Hon. Dr.

Against the amendment-His Excellency, Harbour Master, the Registrar General the Director of Public Works, the Colonial Treasurer, the Attorney General and the Colonial Secretary.

The amendment was declared lost. Clause & 6 was then passed, as also clauses 87.

and #8. On Clause 39, The ATTORNEY GENERAL said he had certain amendments to suggest the effect of which was to take away the right to claim compensation for damages for loss sustained through the arranging with an English firm the issue of action or inaction of the Building Authority, promissory notes in England on behalf of the on the principle of giving the Building authority as like protection to that afforded to in Japan, and he is reported to aim at develthe person, protected under section 269 in all cases where he acts bone fide in the exercise of into a financial alliance, by the formation of a the duties of his office. It would be important company by which eleven millions of British to bear in mind that there was no provision money will be introduced into Japan. A con-Government to any dividual who suffered loss undertakter has been torken by Mr. Geoge by the act, of the Building Authority. It Lynch, who will be better known as a amendment at a later stage safeguarding the | might be wrong; it might be right. There distinguished war correspondent that as enable persons to enforce their rights in other efforts to bring the scheme to a head. directions than that of recovering damages At first the water power is to be obtained against the Building Authority. This was from the igaws, a river which, based on the Public Health Act of 1875, the | believe, takes its rise in Lake Motosu near Imperial Act, which laid down the principle Shoji, and empties in Shizuoka bay: Several that no action could be brought against an officer | English engineers have recently come out to. bringing an action or any other proceeding for | who acted in the exercise of his duty, and it was Japan to supplement the surveys already made proposed to put the Building Authority here in by Mr. Julius Howells, the American engineer

It must not be taken as limiting the right of the other section they had now a further Railway to lay their reports before the British protection. Where anyone was in dispute with capitalists who have been interesting themselves the Building Authority he could appeal to the in the matter. The whole scheme is one of Governor in Council. Surely that was sufficient great interest both because of the utilisation

Clause 88 was then passed. Clause 89 was deleted as it had been intro- tional security is to be given to the British duced into the Pharmacy Bill.

Hon, Sir HENRY BERELEY proposed a new clause, number 90, which he understood the Attorney General would accept. Its subject was to do for the subject what clause 271 of Principal Ordinance did for the Crewn: it preserved rights. The Atttorney General had expressed the opinon with which he did not disagree, that the offect of section 269 was to prevent action being brought against any officer for acts done bonefide, but if malefides could be established they could still proceed against him. He had heard that if the Building. Authority acted bonafide they could still bring an action against him personally, though not in his official capacity. The ATTORNEY GENERAL said he did not

Hon Sir HENRY BERKELEY said he was not going to give an opinion on that, nor was it necessary to do so for present purposes. All retained and that they should be entitled appeal to the ordinary courts of law. His provise was that "nothing herein contained way of mandamus, injunction or of prohibition. If the principle was accepted he was prepared

to accept any alteration in it. The ATTOENAY-GENERAL said he might secopt it if the words "subject to the provisions of section 269." were inserted at its commence-

Hon. Sir HENRY BERKELEY said the to allow the statutory court to decide the difficulty of accepting those words was due to the phraseology of section 269 which would The ATTORNEY-GENERAL said that the prevent any action being brought. To get an The How Mr. Pollock said he considered the Building Authority because he had acted bona fide. Therefore it became all the more necessary for bringing him before the court, The ATTORNEY-GENERAL-You have your

Hon. Sir HENRY BERKELEY said there should no objection to resfirming it in the Bill. The COLONIAL SECRETARY said he sould not see the object of the amendment. It inlifted

Hon. Sir HENRY BERKELEY-No. The ATTORNEY-GENERAL said he did no see the necessity of the smendment.

sgainst-clause 269. Hon. Sir HENRY BERKELEY said the peculiar phrasiology of 269 would prevent an action for jung ion. He did not consider the proposed clause would affect 269. It was complementary not antegonistic. He suggested "Nothing herein contained shall exempt any person from any proceeding by way of mandamus, injunction construed as afficiting the provisions of section

269 of this Ordinance. His Excellency-I think we had better reserve this section. The Council will adjourn till Thursday next.

AN INTERESTING SCHEME.

During the last few months we have on several occasions referred to the development of a great water-power electric company in Japan to be floated with joint British and Japanese capital. We understand that at first the proposal was that the capital should be drawn from three had heard it stated that there was no love nationalities-British, American, and Japanese -but, possibly in consequence of the financial crisis in the States, the American capitalists seem to have dropped out of it, though a faction, has been modified, and in order past two years been in Japan investigating the to amplify it provisions have been inserted physical or mechanical side of the scheme, and is, still at work in the interests of the promoters, It would seem that while the foreign capitalists have become convinced that the proposid scheme se emed to him that the procedure in the clause dertaking, they are a little doubtful about the was simpler, cheaper, more expenditious, and they prefer to have the articles of association more efficacious than the procedure suggested drawn upon on the lines with which they are familiar and the organisation of the company Hon. Mr. STEWART said it seemed to him brought as far as possible within English law. This can scarcely by regarded as surprising when it is known that the estimated capital required amounts to some seventeen million yen, It is therefore proposed that two companies should be formed, to be known as A Company and B Company. The A Company will be organised under the British law and, it is understood, registered at Hongkong. [t will hold the charter for the use of the water and have full control over the supply of electric The B Company, formed under Japanese law, will have the management of the business affairs of the company and its administration. Shareholders in one company will also be ipso facto shareholders in the other. but it is evident that the chief power will rest in the hands of the A Company which helds the charter. It is reported that the Japanese promoters do not regard the proposal very favourably, but they have given way to the British capitalists, who believe that by such an arrangement the shares are more likely to be taken up than if the company was registered as Japanese and carried on under the Japanese Commercial Law. The principal supporters of

the scheme in Japan include Baron Mitsui. Baron Iwasaki, Marquis Inouye, Marquis Matsukata, and others eminent in the financial and commercial world. A meeting was held last week, at which it is reported that the amount of capital to be taken by the leading promoters was arranged. Of the total of seventeen million yen required, it is proposed to raise five millions in London by means of debentures, while the remainder will be subscribed in equal amounts by British and Japanese capitalists six millions on each side. Mr. Sonoda, the President of the Nobles' Bank, who recently succeeded in Nobles's Bank, isome of the principal promoters oping the political Angle Japanese Alliance the same position as a municipal employee at palroady referred to, and, accompanied by Mr. Howells and two or three Japanese engineers. His EXCELLENCY said that in consequence of arm now on their way to London by the Siberian

for the peopliar arrangement by which addi-

capital invested .- Japan Chronicle.

PARIS.

ANOTHER THEORY.

(FROM OUR CORRESPONDENT.)

The oft-discussed question of the determination of sex is once mere raised by Docteur Romme. The doctor secerts, after close statis. tical study that a boy is born when the father is the weaker of the two parents, and a girl when the mother is the weaker. He declares that by a law of nature the child resembles the weaker and not the stronger of its parents. He points out that in all countries, with mathematical regularity, 105 or 106 girls are born to every 100 boys. There is only one condition under which this proportion is modified-after a great war. In the same way, among the barbarcus races of Africa and Oceania, which are constantly at war, the births show on shall exempt any, person from proceeding by overwhelming preponderance of boys. There are practically no instances, asserts Dr. Romme, where the strength of both parents is equal-Worry, a passing illness, mental depression, or, indeed, any slight trouble, is sufficient to turn the scale and cause a temporary and relative weakness in one or other.

There must be a good many people a lengthy one, and will deal with such questions whom the name of M. Xavier Paoli as "women's nationality," "Married women's femiliar, even if they have never met him. legal incapacity," "The Power of the husband In his way he resembles M. Lépine, the over the person of his wife. "Equal stege payment for men and women alike," and of course, the question of the vo'e in all its forms. terious accident happens, or a big fire breaks cut. Only M. Paoli's public appearances always coincide with the movements of the great ones on earth. Officially M. Pacli is the representative of M. Clemenceau, the Minister of the I nterior, and he it is who is responsible for the personal safety of all the crowned heads who come to France. Both "guardians" who are old friends of King Edward were to be seen on the platform of the Quay d'Orsay talking to HIS EXCHLIBNOY-We don't wish to operate his Mejesty. M. Paoli, as usual, had travelled all the way from Biarritz with "Le Bon Roi Edouard," and next morning again accompanied the King to Calais. Indeed, his mission did not end until he had seen the royal visitor safely on board en route for England. To see M. Paoli, always good humoured and smiling, never in the least fussy or anxious, one would not gness the tremendous responsibility that rests uponhim. He has a fresh complexion, white hair and monstache, aspare figure, and is always dressed in an impeccable frock coat, the button hole of which is ornamented with the red ribbon of the Legion of Honour or whatever other decoration is "de circonstance." He is now 72 years of age, and looks younger than ever. His eye is remarkably keen and his step alert, and many a younger man might envy the manner in which M. Paoli disdains the fatigue of much travelling and the strain of constant watching. He is simply indefatigable. When questioned as to his astonishing fortitude and good humour, M. Paoli replies with a smile:-" Que voulezyous? The position demands it. You must be good humoured, and with a good temper you succeed in overcoming all difficulties." It is no secret that it is precisely this perpetual geniality and good humour which makes M. Paoli a model man for the responsible post he has held so long under successive French Governintricacies of Japanese company law, or perhaps ments. Although in spite of his exemplary devotion and zeal the crowned heads confided to his charge are at the mercy of any daring madman or reckless anarchist, the ... Protector of Kings" as M. Paoli has so appropriately been called, does not allow his Royal charges to see that the conscious guard he exercises over them weighs heavily upon him. Always smiling. always cheerful, he is a favourite with them all. and his apartment in the Rue Bourdaloue is a veritable museum, filled with precious souvenirs from nearly every Monarch in Europe and other

> parts of the world. CHEMICAL SCARECROW. According to recent experiments by M Stanislas Sétard, a widely-known French agriculturist, wheat and other vereals can be protected against the ravages of crows, which are particularly fend of the grain when its sprouts are just pushing above the ground, by treating the seeds before they are sown with a mixture of coaltar, petroleum, and phenic seid. This treatment, which delays the growth of the seed for a day or two, but causes no damage, imparts an edour which is insufferable to the crows, but which disappears after the sprouts have attained a larger growth, when they are no longer subject to attack. M. Tétard's discovery is a useful chemical scarecrow worth bearing in mind.

A COMPARISON. Are Londoners as sober as Parisians? the years the writer has lived in the French capital, he very much doubts whether he has seen as many drunken men in the streets as he tiking note of one of the regulations, thus a secure basis by adapting conditions to the addressed the Tsung-li-Yaman :has seen in London on one Saturday night between twelve and one. This is all the more surprising considering the fact that in Paris there is no such thing as a 12.30 p.m. or 12. o'clock-closing time. There is very little in the nature of a licence. either. Publicans, restaurant-keepers, patente for the right to sell, but, so has every clause, that, where Bishops and priests of British treat them with courtesy with due reference to made for compensation to be paid by the siderable share in the organisation of the keepers, and keepers of cafes have to pay a other retail trader. The Paris café or establish. ment of any kind in which drink is sold, is kept the intervention of the officials of any Govern- servants will at once communicate with the to make later was to preserve per ain rights to to have been very successful in his open until 11 p.m., 2 s.m., or all night, according ment other than the British Government, unless various provincial authorities to issue instructo the amount of patente paid to the town. The police can close it if it is found injurious to public safety, but these establishments yery rarely are clased, and although there are many more cafés and places where liquor is sold in France than there are in England there is not as much drunkenness to the square mile here as there is to the square foot across the Channel. As for a drunken woman, such a melancholy the decree as no insignificant factor in the many 12th inst, s.m., and may be expected here on the apectacle is most seldom, if ever, seen in Paris or other jart of France. In London such disgust. ing sights are nufortunately only too common. OUR GROWING FEET. proposed of water power on a large scale, and

There was a time when poets celebrated the delicate grace and elegance of the English- alterations in the regulations for the reception woman's foot. "It is, however, an undoubted of missionaries by local officials.

BLACK & WHITE WHISKY, 'THE POPULAR SCOTCH.'

MEDICAL "MAGAZINE" SAYS ABOUT THIS WHISKY:-EXCEPTIONALLY SAFE FOR ORDINARY USE."

SEE THAT YOU ARE SERVED WITH THE GENUINE ARTICLE.

INSTANCES ARE KNOWN THAT OTHER SPIRITS ARE PUPINTO BLACK AND WHITE WHISKY BOTTLES AND SOLD AS BLACK AND WHITE WHISKY.

SOLE AGENTS PRICE & CO. LTD.

Hengkong, 12th June, 1908.

-hunting, football, golf, tennis &c."

fact," says the Gil Blas, that English feet are

increasing in size, and the reason is to be sought

in the growing popularity of all forms of sport

A national congress of women for the discus-

sion of their special rights and wrongs is to be

held in Paris this summer. The programme is

Because he considers the game an excellent

moral and physical discipline, the Commander-

in chief of the French Mediterranean Squadron

is encouraging the formation of football teams

LINGUISTIC POLICE.

Boulevards by the appearance of the "polyglet"

policemen, M. Lépine's latest addition to the

Paris force. There are four who speak German

and two who speak English amongst those

attached to the Opers quarter of the second

division, while the first, eighth, and sixteenth

divisions have several more, including some

Spanish, Italian and Portuguese scholars.

These "polyglot" ag nes are provided with

coloured badges round their arms, on which are

the words in gold letters. Inglish German.

Italian, Spanish spoken. Those with the red

badge brigade speak English; the yellow, Ger-

man; the green, Italian; and blue, Spanish; and

so on. Consequently visitors have no diffi-

oulty to-day in doing Paris; if not familiar with

the language of the country-"ask a police-

man." The red-badge policemen, the ones who

speak English, have so far, had most work to

do, owing to the invasion of British and

American visitors, who at this time of the year,

MOUCHARDS.

A swarm of Spanish cripples descended a

few days ago upon, the town and district of

Châlon-sur Marne, showing the most revolting

sores and imploring charity at every door.

The police set to work to look for the chief, and

found him shortly afterwards comfortably

installed in his van, which was drawn up out of

sight on the edge of a wood. The chief name

was Vicent Rubrov Alvarez. His van was a

perfect museum of apparatus for shemming

infirmities, and was also well stocked with

revolvers and navajos or long Spanish knives.

Plenty of loose money was seized, and vouchers

showing that he had sent home by post quite

recently sums amounting to nearly 3,000 francs

THE OFFICIAL RANK OF

MISSIONARIES IN CHINA.

are ss numerous as anis.

tistors have since died.

representative in special cases.

following, terms:-

in China than M. Henri Cordier. In his work

Histoire des Relations de la Chine avec-les

Puissances Occidentales," Vol. III., p. 468, he

cays of this decree :- Jamais la France n'eut du

laisser commettre cette faute. He stigmatizes

of 1900. And be declares that ce decret intem

Memorial by the Waiswa-pu respecting

Great interest has been caused on the Grands

among his men.

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS. 12 QUEEN'S ROAD CENTRAL.

Itching, Bleeding Humour Spread Over Child's Limbs - Different Ointments Brought No Relief-Grew Steadily Worse—Could Not Go to School for Two Months.

AWFUL DISEASE WAS CURED BY CUTICURA

About December of last year, my little girl, age five years, had red, itching places under her knees; right in the bend of the legs, which we thought was chaps caused by the frost. The disease spread up both legs and then into her arms. They used to irritate and bleed. We had to keep her away from school two months. We then took her to a doctor who said it was a bad case of eczema. He gave me different sorts of cintments and lint to bind them up with but it did no good and it kept getting worse. I read of the wonderful Cuticura Remedies and thought I would like to give them a trial, which I am pleased to think I did. I sent for the Cuticura Soap, Cuticura Ointment, and Cuticura Pills, and after using them the second or third time, they gave her great relief, and after using the complete set, she seemed completely cured, I am thankful to say, and I shall recommend the Cuticura Remedies to all I know suffering from such an awful disease as my girl did for five months. Arthur Gentry, Clacton Road, St. Osyth, Essex, July 7, 1907. Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

CUTICURA CURED

Pimples on Back and Chest. "About fifteen months ago I noticed which gradually spread over the chest and back. I tried several remedies but none seemed to do me much good. At last I decided to try the Cutioura Remedies with the result that a single set effected a complete cure. My skin is quite clear and white with no sign of Eva King, St. Pancras Schools, Kings Langley, Herts., May 16 and 18, 1907. Langley, Herts., May to and Treatment for Complete External and Internal Treatment for Every Humour of Intauts, Children, and Adults consults of Cuticura Boap to Cleanso the Skin, Cuticura Resolvent of Cuticura Resolvent Pills (Chocolate Solvent or Cuticura Resolvent Pills (Chocolate Coated) to Purify the Blood. A Single Set often Cure, Sold throughout the world. Depois: London, Cure, Sold throughout Co., Sydney, U. S. A., Potter Drug & Chem. Corp., Sole Props., Boston.

The former Tsnng-li-Yamen memorialized The "Government Gazette" published on the Throne in regard to matters respecting April 15 contains an Imperial rescript of great, intercourse between, missionaries and local importance to the Catholic Missionary bodies in officials, and appended a list of five regulations, China. It will be within knowledge that on in reply to which an Imperial rescript was March 15, 1899, Imperial sanction was given to issued on the 4th day, 2nd month of 25th year a memorial of the old Taung-li-Yamen praying of Kuanghau (March 15, 1998); "Let it be as that Chinese official rank should be granted to recommended." In this memorial and list it Catholic missionaries in Chins, that a Sishop was stated that Bishops general or Bishops should be accorded the rank and dignity of a requesting interviews with Governors-general; Vicercy or Governor, and that the missionary Pronvincial Treaturers, and Judges, Taolair, priest would be entitled to the rank of a Prefect. Prefects, departmental and district magistrates Five regulations were published governing were to be given treatment by the officials future intercourse, and, though not stated it is above mention d in accordance with the rank

well known that their terms were agreed upon of the missionary. by Monseigneur Favier, the distinguished head At that time the Tsung-li-Yamen, in deterof the Lazarist Mission in Peking, and by mining the intercourse between local officials Minister of the Tsung-li-Yamen, a Chinese and missionaries, had the object in view of Bannerman named Ya K'eng, who subsequently benefiting missionary affairs. But the Bishops was appointed Minister to France. Both usgo- and other missionaries propagating, their religion in China have really no official standing The regulations specifically stated that the whatever, and certainly cannot be placed as Catholic religion was entitled to these bosours, regards their rank on an equality with Gover. but the Chinese Government were known to be nors and the other officials. Recently local willing to accord similar dignities to Protestant officials have treated musicularies in accordance Bishops and missionaries. At a conference, with the treaties, and the conditions are now however, held on October 21, 1899, and attended entirely different from those form-rly prevailing by all the Protestant missionary Bishops of at the time these regulations were drawn up. China, England and America, a resolution was Beside, since these regulations came into force the passed unanimously rejecting the offer of official missionaries have been usurping to themselves the rank on the ground that Protestant missionaries | insignia of office belonging to the local officials, "have no wish to complicate their spiritual with the result that the ignorant and foolish responsibilities by the assumption of political lower classes are in many cases placed under a rights and duties such as have been conceded to misapprehension—a state of things which is the Roman Catholic hierarchy." Previously, entirely at variance with the original object in

on August 1, 1899, the British Charge d'Affaires drawing up the regulations. in Peking, under orders from his Government, It is, therefore, incumbent to place matters on exigencies of the times. Accordingly, it is It is laid down in Clause 4 that, in grave necessary to request a decree authorizing the cases connected with Roman Catholic missions, immediate and entire cancellation of the Bishops and priests must request the Minister various clauses respecting the intercourse of the nation specially entrusted by the Pope of missionaries with Governors general,

with the protection of missionaries, or the Governors, Provincial Treasurers and Judges, Consul of that nation, to arrange the affair Taotais, Profects, and local magistrates in with the Tsung-li-Yamen or the local officials. accordance with the official rank of the Lord Salisbury has instructed me to inform the missionaries. Hereafter local official, in their Chinese Government, with reference to that intercourse with missionaries, shall continue to nationality are concerned, her Majesty's Govern- the treaties.

ment cannot allow their affairs to be subject to On receipt of the Imperial sauction your with the consent of her Majesty's diplomatic tions accordingly.

On the 10th day, 3rd month, 34th year of From the beginning the rescript was con- Kuanghau (April 10: 1908) an Imperial rescript demned by many French writers. No French was received: "Let it be as recommended."writer speaks with greater authority on affairs Times.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. Istria left Singapore on the causes which led to the anti-foreign outbreak The P.M. str. Siberia will sail from Yoko-

pestif et impolitique doit être rapporte le plus hama ou the 18th inst., and will be due to arrive tot pes ible It has been withdrawn in the at this port, from San Francisco, via Honolulu, -Japan ports and Shanghai of the 23rd inst. The L.G.M. str. Prinz Sigismund which left

here on the 21st ult., arrived at Sydney on the 11th inst, at 6 p.m.

INOTION.

Communications respecting Advertisements, Buberiptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Bubscriptions which are no endored for a fixed period will be continued until countermanded. Orders for estra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication.

After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C., 6th Rd.

P.O. Boz, 83. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

COPY of "ANGLO-CHINES CALENDER," by Dr. E. EITEL. KELLY & WALSH, LTD. Chater Road,

Hongkong, 13th June, 1908. DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY AND FOOCHOW

THE Company's Steamship " HAITAN.' Captain J. S. Roach, will-be-despatched for the above Ports on TUESDAY, the 16th inst.,

at 2 P.M. For Freight or Passage apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 13th June, 1908. "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVURLICH," FROM MIDDLESBRO', LONDON AN STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their into the hazardous and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery

may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject

to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M. No Fire Insurance has been effected Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Hongkong, 12th June, 1918.

THE HONGKONG WEEKLY PRESS and CHINAOVERLAND TRADEREPORT is now ready and contains :-

Epitome of the Week's News. Leading Articles Hongkong House Property, Shanghai,

Strike Law. , Royal Tourists, Education in Japan. China's Foreign Trade in 1907. Hongkong Sanitary Board. The " Powan" Wate ted.

Sporeme Court. Hongkong Legislativo Council. Commercial. Bhipping.

Extra copies 30 cents each, Cash, or \$1 Cash for three copies. Subscription: \$12 per annum, payable in advance ; postage \$2,

Hongkong 18th Juve, 1908. TRANSLATED NOVELS (nome il

A strated), Actresses' Photos catalogue free, or with sample, 21d. (letter postage).-A DE SAILLE, 20, Rue de la Michodière, Paris.

FRENCH LESSONS.

TRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Dated at Macao,

Apply by letter to - B. R., Care of " Daily Press" Office. Hougkong, 13th November, 1906 THE TRADE MARKS ORDINANCE,

APPLICATION FOR REGISTRATION OF

TRADE MARKS.

NOTICE IS HEREBY GIVEN that A. B. MOULDER & CO., of No. 19, Queen's Road Central, Victoria, Hongkong, Merchants have on the 11th day of April, 1908. applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS VIZ: -

1. The Chinese (月) "Yut" meaning "Moon" enclosed in a circular disc with the word "Moon" above the said On the left hand side are the Chinese characters (月曜為記) meaning " Moon Brand" and below the device are the words "A. P. MOULDER & Co. and the Chinese Characters (東本]

meaning "Tung Lee Foreign Firm. 2. The representation of a Lighthouse with the word "Lighthouse" above the same.

On the left hand side of the device are the Chinese characters (燈塔為配) meaning "Lighthouse Brand" below the device are the words "A. B. MOULDER & Co." and the Chinese characters (東利洋行) meaning "Tung Lee Foreign Firm,"

in the name of A. B. MOULDER & Co. who claim to be the Proprietors thereof. The said Trade Marks have not been used by the applicants bitherto, but it is the intention of the Firm to use them forthwith in respect of FLOUR in CLASS 42.

Faceimiles of the Trade Marks con be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated 13th day of May, 1908. GOLDRING BARL W& MORRELL, Solicitors for the Applicants, -10, Queen's I oad Central, Hongkong.

INTIMATIONS

ON HIS MAJESTY'S SERVICE.

MENDERS are invited for the SUPPLY of CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPERS, the 15th day of June, 1908, at 12 o'clock Noon, SHOEMAKERS or LEATHER WORKERS for the period of Twelve Months commencing 1sT JULY next, to H.M. NAVAL

Forms of Tender can be obtained at the Chief Constructor's Office. H.M. Naval Yard Hongkong, and when filled up should be deposited in the Tender Box at the Main Gate of the Yard not later than NOON on SATUR. DAY, 20th June, 1908. Hongkong, 11th June, 1908.

CHIN-A FIRE INSURANCE COMPANY LIMITED.

PROM This Date, and during the Absence of MR. GEO. L. TOMLIN from the Colony, Mr. W. G. C. PEMBERTON has been appointed ACTING SECRETARY to the

NOTICE.

Company. HENRY W. SLADE, Chairman. —

Hongkong, 3rd June, 1908. CHINA TRADERS' INSURANCE CO. LIMITED.

NOTICE. E CERTIFICATE No. 589 for Ten ing in the Register in the name of GOH HUCK TEE, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Company on

or before the 15th August, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as Null and Void. By Order of the Board of Directors. A. B. ROUSE,

for the Secretary. Hongkong, 3rd June, 1908.

SANTA CASA DA MISERICORDIA OF MACAO. NOTICE.

TT IS HEREBY NOTIFIED for Publi Information that, at Three o'clock in the afternoon of the 30th June of the current year before the Board of Directors of the BANTA CASA DA MISERICORDIA OF THE MACAO, the adjudication by PUBLIC AUCTION, will be made of the LEASE of the "BOA VISTA HOTEL SANATORIUM for a period of THREE YEARS, commencing from the let July proximo to the end of June. 1911. TENDERS must be submitted in SEALED

COVERS. The conditions for bidding are as follows: 1. Persons desirous of bilding must Deposit with the Provedor of the Santa Casa, before the opening of proceedings, the sum of \$250 at a Pledge of the bona files of their offer, which sum shall be returned to all those who may not be awarded the Lease, immediately after the

adjudication 2. The TENDERS, which must be in sealed covers, addressed to the Provedor, must be delivered to the Board as soon as adjudication proceedings are declared opened, together with the Deposit Note. 3. Those failing to make the Deposit will not

be allowed to bid, nor will their tenders 10 socepted. 4. The GUARANTEE, which must be Copies can be posted from the Office to given by the successful bidder, immediately eddre-ges sent; including postage 34 cents each after the award is made, will be the equivalent STAMP, POSTCARD AND BLETHDAY ALBUMS. FLATS in MORRICON TREBACE. IN CASH of ONE YEAR'S RENTAL, or

a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa; per sonal bond being unacceptable. 5. The UPSET VALUE of the Lease is THREE THOUSAND SIX HUNDRED DULLARS per annum, corresponding to \$300

month. The Clauses of the Agreement for Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending tenders.

ANTONIO MARIA INNOCENCIO MAHER.

Secretary to the Board of Directors, Santa Casa da Misoricordia. Chambers of the Santa Casa da Miseri cordia.

WILL NOT REMOVE.

26th May, 1908, ...

BY courtesy of the SECRETARY of the Hongkong Hotel, we will REMAIN HERE

NOW SHOWING: NEW SUMMER GOODS. All Varieties, Most Reasonable Prices.

HOOSAIN-ALL & Co., 25, Queen's Road Central, Under Hongkong Hotel. Hongkong, 1st June, 1908.

BEKANNTMACHUNG

LE amtlichen Veroeffentlichungen des hiosigen Kaiserlich Deutschen Konsulats werden im Jahre 1908 durch den "OSTASIATISCHEN LAOYD und die "Hongkong Daily Press" erfolgen.

KAISERLICH DEUTSCHES KONSULAT. waten, den 27. Dezember 1907.

BEKANNTMACHUNG.

II amtlichen Veröffentlichungen des Konsulate Pakhoi-Hoihow werden in Jahr 1908 durch den "OSTASIATISCHEN LLOYD" und

"THE HONGKONG DAILY PRESS erfolgen. Der KAISERLICH DEUTSCHE KONSUL. H. VON VARCHMIN Pakhoi, don 12. Dezember 1907. 1991

BEKANNTMACHUNG. A LE amtlichen Verölfentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden während des Jahres 1908 durch

Daily Press 'erfo gen. KAISERLICH DEUTSCHES KONSULAT. Kanton, den 31. Dezember 1907.

AUCTIONS

BY ORDER OF THE MORTGAGERS.

PUBLIC AUCTION. RAESSES. HUGHES & HOUGH have received Instructions to Sell by PUBLIC AUCTION

On MONDAY, at their Auction Boom, No. 8, Des Vonx Road, Central, (Corner of Ice House Street), IN ONE LOT THE VALUABLE LEASEHOLD

known as INLAND LOT No. 118 with the Premises thereon known as Nos. 16, 20, 22, 24 and 26, ELGIN STREET. Nos. 50, 52 and 54, PEEL STREET and Nos. 26, 28, 30, 82, 34 and 36 STAUNTON STREET

PROPERTY

Area 16, 317 Square feet, Crown Rent \$72.00. Particulars and Conditions of Sales may be obtained from the Vendors Solicitors. Messrs DEACON LOOKER & DEACON. 1. Des Voeux Road Central, and also from

THE AUCTIONEERS. Hongkong, 2nd June, 1908.

PUBLIC AUGTION.

THE Undersigned have received instructions to Sell by Public Auction. On TUESDAY and WEDNESDAY. Shares, numbered 23641 to 23650, stand the 23rd and 24th June, 1908, at 10 A.M. each day at H. M. NAVAL

ESTAPLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, Comprising :-- 1

OLD AND SURPLUS NAVAL STORES CHAIN CABLE, WOOD BLOCKS. HOSES, TOOLS, OLD IRON & METAL. ELECTRIC CABLE, MATS and MAT. TINGS, WOOD BOXES, LEATHER. COAL SACKS, OLD INDIA RUSBER OLD BOATS, FURNITURE, CARPETS.

do., &c., &c. OLD AND SUEPLUS VIGIUALLING STORES : PROVISIONS, SEAMEN'S CLOTHING. BLANKETS, MESS TRAPS, IMPLE-MENTS, STAVES, and a Quantity ELECTRO-PLATED ARTICLES, &c., &c. Catalogues will be issued.

Terms of Sale: - As Customary. HUGHES & HOUGH. Government Auctioneers. Hongkong, 6th June, 1908.

FOR SALE

FOR SALE.

MINE SITE on the Bowen Road, Ready I - for Building at a Cheap Price. PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5. Queen's Road Central. Hongkong, 16th May, 1908.

FOR SALE. COLLECTIONS OF USED POSTAGE STAMPS,

3,000 all different for ... \$95 \$35 do. \$25 do. ARTISTIC PICTORIAL POSTCARDS. MECHANICAL ANIMALS, And all Other Philatelia Goods. GRACA & CO.,

Hongkong, 9th May, 1908. STORAGE. FOR COAL, TIMBER, &C.

NO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER. FRONT: DEEP WATER.

Also FOR BALE. Portious of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-GEO. FENWICK & Co., LTD.

Hongkong, 8th June, 1906

TO LET

TO LET.

FROM 16TH JUNE. THE FURNISHED FLAT on Top Floor of Messes. DOUGL'S LAPRAIR & Co.'s Offices, Four Rooms with Kitchen and Bath Room. Terms on Application to-

DOUGLAS LAPRAIK & CO. No. 1, Douglas Street. Hongkong, 3rd June, 1908.

TO LET. OFFICES in HOTEL MANSIONS.

Apply to-HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 1st May, 1908.

TO LET.

HOUSE in KNUTSFORD TERRACE KOWLOON. Apply to-THE HONGKONG LAND INVEST

Hongkong, lat June, 1908. TO LET.

MENT AND AGENCY CO., LD.

TAIRST-FLOOR of No.-6, Queen's Road, Central, comprising Six Large Rooms Outhouses suitable for business Premises or Dwellings, lately occupied by FEED, BORNEMANN.

Apply to-DAVID SASSOON & Co. Led. Hongkong, 7th April, 1908.

Apply to-

Hongkong, 28th May, 1908.

TO LET. den Osiasiatischen Lloyd und die "Hongkong COD OFFICES at 2, FEDDER STREET.

JARDINE, MATHESON & Co., LTD.

TO LET. NTO. 2, MACDONNELL BOAD.

Apply to— COMPRADORE'S DEPARTMENT Nippon Yusen Kaisha. Hongkong, 3rd June, 1905.

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply-SECRETARY,

Hongkong, 23rd April, 1907. TO LET.

A. S. Watson & Co., Limited.

TIEST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kow-Apply to- TAM TSZ KONG., Care of Hip On Insurance, Exchange and Loan Co., Ld., 42, Bonham Strand, West. Hongkong, lat October, 1907.

TO LET.

66 LENWOOD" CAINE BOAD, suitable for a Boarding house or Club. Containing 28 Booms. 2. BEACONFIELD AR ADE. Facing Parade Ground. No. 1, COLLEGE GARDENS, Furnished For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Floor, From 1st July, 1908. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. DWELLING ROOMS and Offices in DUDDELL STREET. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

OFFICES in Queen's Road Central. BELILIOS TERRACE HOUSES. ROBINSON ROAD. No. 3, DUDDELL STREET Shop, No. 2, DES VŒUX VILLAS (PEAK). Apply to-

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 6th June, 1908

TO LET

FROM-IST MAY.

TO OWLOON MARINE LOT 48, Youmat Area 85,200 square feet and with 25 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to-

HUMPHREYS ESTATE & FINANCE CO., LTD. Hougkong, 18th January, 1908.

TO LET.

ARBUTHNOT ROAD-6 Rooms. E. A. & C. F. DS CARVALHO, 14, Arbuthnot Read. Hongkong, 25th April, 1908,

TO LET.

FFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE in Wong Nei Chong Road. A HOUSE in RIPON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL. ist floor. "HATHERLEIGH," Conduit Boad. OFFICES in Your Building. GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B., Des Voux Road next to the HONGKONG HOTEL.

Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LTD. Hongkong, 1st June, 1908.

TO LET.

NTO. 25, CONDUIT ROAD (Clifton Gardens), Furnished, for 4 to 6 months. Arrangements can be made for longer lease. Apply to- HARALD BRODERSEN, Care of THE ASIATIC PETROLEUM Co., LD., King's Buildings. Hongkong 8th June, 1988.

TO.LET.

NTOS. 27, 31 and 33, SEYMOUR ROAD. No. 61, CAINE BOAD. Apply to-SAM WANG CO., LTD., Queen's Road Central.

Hongkong, 22nd April, 1908. TO LET.

ODOWN, No. 54, DUDDELL STREET. THE HONGKONG LAND INVESTMENT

& AGENCY CO., LD. Hongkong, let June, 1908. TO LET.

and 5-ROOMED HOUSES in Kowloon

COMMODIOUS SHOP in Des Voeux Road Central. Hongkong. Immediate possession Moderate rentals.

> HUMPHREYS ESTATE & FINANCE CO. LD.

Apply to-

Hongkong, 2nd April, 1908. TO LET, THE ROOMS on the first floor of No. 34; QUEEN'S ROAD CENTRAL, (oppo-

moderate rent. Immediate Possession. Apply to-YEE BANG FAT & CO. Same address, Hongkong, 28th January, 1907. 270

site the General Post Office) The Rooms are

light, spacious and well ventilated. Very

TO LET.

FFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messra. SHEWAN TOMES & Co.) Apply to-THE COMPRADORE DEPARTMENT,

E. D. SASSOON & CO.; Queen's Road Central. Hongkong, 10th June, 1908.

INSURANCES

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Bates.

REUTER, BROOKELMANN & CO.,

Hopgkong, 21st April, 1897. TORTH BRITISH AND MERCAN-

TILE INSURANCE COMPANY.

£17,837,119. AUTHORISED CAPITAL ... \$3,000,000 SUBSCRIBED CAPITAL 2,750,000 PAID-UP CAPITAL

TOTAL FUNDS AT SIST DECEMBER, 1905

II. FIRE FUNDS...... 3,386,720 19 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKs against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 27th April, 1907.

THE GLOBUS INSURANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are

at Current Rates. CARLOWITZ & Co. Hongkong, 18th August 1906

prepared to ACCEPT RISKS against FIRE

NOTICES TO CONSIGNEES

S.S. "POLYNESIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex As. "Douro" from Hayre ex s.s. "Douro," from Bordeaux ex s.s. "Frederic Morel" and "Verbeckmois" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the basardous and or extra hazardous Godowns of the Hongkong Kowloe . Wha f and Godown Co., Ld. at Kowloon whence delivery may be obtained immediately after landing.

intimation is received from the Consignees before Noon Tq-DAY, requesting it to be landed Bills of Leding will be countersigned by the Undersigned. Goods remaining unclaimed after

Optional Cargo will be forwarded on unless

MONDAY, the 15th June, at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 15th June, or they will not be recognised. All damaged packages will be examined on MONDAY, the 15th June, at S P.M.

No Fire Insurance has been affected. P. NALIN, Acting Agent. Hongkong, 8th June, 1908.

AMERICAN & MANCHURIAN LINE NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship "KARONGA," Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby nformed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company

Limited, at Kowloon, and stored at Consignees, risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th inst.

All claims must be presented within fifteen days of the Steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst.,

will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 9th June, 1903.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer. "MALTA"

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown

consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo ;--From London, &c., ex s.s. China From Calcutta, ex s.s. Sunda, From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

instructions are given to the contrary within 6 hours. Goods not cleared by the 16th June, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

Optional goods will be landed here unless

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within en days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT. Acting Superintendent. Hongkong, 10th June, 1908.

SINGON & CO.

TRON, STEEL, METAL and HARD-WARE, MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. > General Storekeers and Shipchandlers. 35 & 37, HING, LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. MONTROSE," FROM GLASGOW, LIVERPOOL AND

STRAITS. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co.

at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LTD.,

Agents. Hongkong, 9th June, 1908.

NIPPON YUSEN KAISHA NOTICE-TO-CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND

SINGAPORE. HE Company's Steamship

"BINGO MARU," having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 17th June, will te

subject to rent. No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here; after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 10th June, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PESHAWUR," FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowlcon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in Damaged packages must be left in the Go-

the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. F. J. ABBOTT,

downs for examination by the Consignee's and

Acting Superintendent. Hongkong, 11th June, 1908. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA," FROM ANTWERP, LONDON, MALTA, PORTSAID. SUEZ & STRAITS. Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed AT THEIR RISK in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed. Optional goods will be landed here unless

instructions are given to the contrary within Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Company's Godowns at Kowloon, where each Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the

Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 11th June, 1998. PRIVATE BOARD AND RESIDENCE

TES. GILLANDERS "CLAREMONT," 2 & 4 KENNEDY ROAD.

DR. M. H. CHAUN,

Hongkong, 9th February, 1907

FIRE latest Method of the AMERICAN BYSTEM of DENTISTRY. 83; QUMEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

CIEN TING. SURGEON DENTIST. No. 10. D'AGUILAR STREET

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905 - 575

M. THOMAS. Codes A.B.C. 5th Edition.

Lieber's Private Codes 14, SOUTH STREET, FINSBURY, LONDON, E.C.

GENERAL EXPORT and IMPORT MERCHANT, Buying, Selling and Shipping at lowest possible rates, Machinery made a speciality and estimated given free, on application.

Cunliffe, The Pleaser Experts Russell & Co.

10 & 12, Place de la Bourse, CECURITIES issued by PARIS European Gov'ts and WRITE FOR Municipalities offering DESCRIPTIVE

prospects of immense returns. PAMPHLETS To be purchased for cash or on the "Times" system of monthly payments.

CUMLIFFE, RUSSELL & CO. being the oldest-estabworld, offer advantages absolutely un-obtainable elsewhere. Bondsguaranteed. exceptional facilities for payment. Numbers checked after everyDrawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.



One great reason why LEMCO is so valued by the medical profession in every part of the world. is that it can always be relied on. It is essentially a standardised article, and not only does not vary in quality, but will keep absolutely in any climate. It is invaluable as a sustenant and restorative.

The genuine Liebig Company's Extract is now always and invariably tabelled LEMCO. Refuse all jars not so taletted.

Awarded Gold Medal. Paris Exhibition, 1867, for founding a new industry in the world.

SAVARESSE'S SANDAL CAPSULES

Efficacious because absolutely nure taglish Oil Not made of gelatine. Full directions All Chemists. insist on SAVARESSE'S

-- superior to Copaiba,

Cubebs, and Injections-cure the same diseases as these drugs in forty-eight hours without inconvenience.

Hach Capsule bears the name. (MIDY) FOR DISEASES OF THE CHEST.

OF HYPO-PHOSPHITE OF LIME. Prescribed in France for the last 30 years. It retains its reputation for Consumption, Obstinate Coughs, COLUS, DISEASSS OF THE CHEST, LUNGS, and BRONGHILL TORRS.

B. 41, PILLS.

A warranted cure for all acquired or constitutional Dis-CLARKE'S charges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years success. Bold by all Chemists and Storekeepers throughout the world.

A BROKEN-DOWN SYSTEM. This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, asit were, of the vital forces that sustain the system. No matter what may be its causes [for they are almost numberless), its symptoms aromuch the same; the more prominent being sleeplessness, senso of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vilality—vigour—

VITAL STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of the cele-

THERAPION No.3 than by any other known combination. So surely as it is taken in accordance with the printed

directions accompanying it, will the shattered health be restored, THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH.

and a new existence imparted in place of what had so lately seemed wern-out, "used up," and valueless. This wonderful medicament is purely vegetable and innocuous, is agreeable to the taste -suitable for all constitutions and conditions, in other sex; and it is difficult to imagine a case of disease or deraugement, whose main features are those of debility, that will not be speedly and permanently behefited by this never-failing recuperative essence, which is destined to east into oblivion everything that had preceded it for this:

wide-spread and numerous class of human ailments. Chemists throughout the world. Price in England, 29 and 4/8. Purchasers should see that the world. THERAPION' appears on British Government Stamp (in white latters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by Princips Chemists [2613



GIVE WAY TO THE PEACEFUL SLEEP OF PARFECT HEALTH.

FRYER VICTIM IN JAVA TELLS HOW HIS SHATTERED HEALTS WAS COMPLETELY RESTORED BY DR. WILLIAMS' PINK PILLS.

The enormous death rate from Malariel Fever would speedily decrease if the value of Dr Williams' Pink Pills for Pale People as remedy for this malady were more generally known in the Far East. Fortunately this knowledge is spreading fast, as the ever-increasing flood of testimonials from thankful oured Malarial sufferers proves. Here is one of

"About a year ago I took ill with Malaria," said Mr. Henry M. Keasberry, of Batavia "The Fever used to come on intervals, and it made me very yeak and My hands and feet used to get icy I had bad headaches, shooting pains across the spine and shoulders, I perspired profusely, suffered fortures from Indigestion, and what little my poor appetite allowed me to eat made me feel overful and exceedingly uncomfortable. At night I could not ge proper sleep on account of bad dreams. I had a sallow complexion. After walking a short distance I would be quite out of breath.

"I was doctored by a European physician but his medicine only gave me temporary relief. It was after reading in the newspaper the testimony of another malarial victim cured by Dr. Williams' Pink Pills for Pale People that I was induced to give these Pills a trial, bought two bottles, and after taking the contents of the first of these I felt much better, so I continued using the Pills until I was quite well. Then the Fever had quite left me, my appetite was improved wonderfully, all the pains that I formerly suffered had disappeared. hours. "I am now in grand health and can do my work better than at any time since I came Since my cure by Dr. Williams' Pink Pills I have had no return of the Fever. You may certainly publish what I have said." It may be added that Mr. Keasberry, is an sssistant in the Shanghai Life Assurance Company's office at Batavia.

It is by driving the Malarial poison out of the blood that Dr. Williams' Pink Pills for Pale People cure Malaria; in the same waythough the blood-they have cured thousands. of sufferers from Ansemia (weak watery blood), Debility, Nervous Breakdown . Early Decay Indigestion, Liver Complaint, Sick Headache, Rheumatism, Paralysis, Beri-Beri, Eczema, Scrofula, Poils and skin e-uptions generally, and the after eff-cts of Fevers, Dysenter, and Chills. To ludies suff ring from the special ailments of their sex they are especially valuable, and they are the great Tonic for children who are siling, undersized, or weak. Obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$8 or 1 bottle for \$1.50 post free to any

JOINT STOCK SHARES.

Mesers Vernon & Smyth say in their weekly share report, dated Hongkong 12th June, 1908; -Since our last report our market generally has ruled quieter, and the business booked has been confined to a few special stocks only. Exchange has firmed during the interval, and closes at la. 946. T. T. on London, and on Changhai at 744 T. T. Bar silver has advanced to 244d.

BANKS .- Hongkong and Shanghais have ruled quiet with small sales at \$75", at which rate a few more shares are probably to be had. London however has improved and is a now quoted at £77. Nationals are unchanged with buyers at \$51.

MARINE INSURANCES.—No business has been done in this section, and rates are without change. FIRE INSURANCES - Chinas have been

booked at \$93 closing steady. Hongkongs continue on request at \$315, but no shares are available at the rate. SHIPPING.—Hongkong, Canton and Macaca

have sold \$295 and \$291 closing with sellers at the lower rate. The regrettable loss of the Company's steamer "Powan" is, we understand, fully covered by insurance. Douglases have declined to \$374 sellers, and China and Manilas to \$15 sellers. Shell Transports have improved to 44s 9d buyers, and it is probable that 45s could be done. Indo-Chinas and Star Ferries are unchanged and without business.

REFINERIES.-Sales of China Sugars are reported at \$130 and \$1321 and the market closes firm with buyers at the former rate. Luzons are quiet at \$22.

MINING.-No business reported, and quotations unchanged.

DOCKS, WHARVES AND GODOWNS .- HODGkong and Whampos Dooks after sales at \$108 have declined to \$107 with sellers. Hongkong and Kowloon Wharves have been booked as \$52 and \$514 and more are procurable at the lower rate. Shanghai Dooks are quoted in the North at Tls. 87 buyers, and Shanghai and Hongkew Wharves at the advanced rate of Tls. 234 buyers.

LANDS, HOTELS AND BUILDINGS.—Sales have been effected of Hongkongs Lands at \$39, and Kowloon Lands at \$26. West Points are steady at \$48, and Humphreys' Estates at \$10 buyers predominating for the latter. Hotels continue on offer at 89.

COTTON M LLS.—We have no business to report under this head, and with the exception reached. Three-fourths of the human race fall of Ewos' which have declined to Tle. 57, no changes in quotations to record.

MISCRILANEOUS. - China Bornecs have again been booked at \$102, and Electrics at the improved rate of \$16. Fair sales have been effected in Cements at \$101 at which rate a further demand exists. China Providents still continue scarce, and offers of 391 fail to bring out supplies. Hongkong and China Gas shares are still enquired for at \$175, and Ropes at \$25 ex the new issue. There are buyers of China Light and Powers at 861: Union Water Boats | may be acquired, the brain cells seem planned at \$101, South China Morning Post at \$23, and United Asbestos at \$13. A. S. Watson's are easier with sellers at 392.

HOW TO BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Pondre Charmant will enable you to do it. Her Specialities for the Skin are the study of a litetime. A. S. Watson & Co., Ltd., Bole Agents

SCIENTIFIC MISCELLANY.

METRORS-CUTTING STEEL BY FRICTION-A HI INDY WATER PURIFIER—SHIPS OF COM-CRETE-MONOX-IMPROVED FILES-BADIUM ACTIVE WHEN MOT-THE COMING LENGTH. ENING OF LIFE-WATER-COMPRESSED AIR.

Accounts of 22 waterspouts noted on nine Swiss lakes have been collected by Prof. J. Frub. That of June 19, 1905, on Lake Zug, was about 20 yards in diameter, and it stirred up the lake over a radius of perhaps 100 yards. Several photographs were secured. The whirling column-more than half a mile high-was hollow, had a left-handed motion, and travelled eastward at the rate of a little more than seven miles an hour. No important evidence was found that any of these waterspouts were produced by the meeting of opposite winds.

The meteor trains studied by Prof. Trowbridge, of Columbia University, are luminous streaks often seen in the wake of shooting stars, and they may continue many minutes, or even an hour or more. They drift slowly and become distorted, as if by air currents. They seem to be self luminous, and may sometimes be seen in daytime. They elst and 5th Sundays in month at noon; 2nd and somewhat resemble the after-glow on turning 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. off the current from vacuum tube electrodes: The grow is greenish yellow, diffuses 100 yards Wednesday :- Shortened Evening Prayer with a minute, and is most striking at a pressure calculated to be that of the atmosphere at a beight of 55 miles.

out by a rapidly revolving disc of soft steel has been somewhat puzzling. A microscopic examination by an English engineer, F. W. Meditation. Harbord, has now shown that the metal acted upon has heated nearly or quite to the melting. point of steel, but only at the point of contact with the disc.

In the absence of other water sterilization, Dr. Riegel, of the Austrian Army, finds citrio acid effective. In a shallow vessel in sun shine. 06 of citric acid killed cholera germs in 5 minutes, and the typhus in 14

Among those who have tried reinforced concrete as a material for boats is a firm of Rome. Italy, whose experiments have extended back more than ten years. They have built a number of vessels having a displacement of 100 to 150 tons. The frames have been of reinforced concrete, and there have been covered on the outside with concrete reinforced with wire netting and on the inside with a similar layer thus forming a double hull enclosing watertight compartments. A final coating of pure cement gives the outside a highly finished appearance. such vessels . . claimed to have the advantages of rapidity and cheapness in building low cost of maintenance, great resistance to waves and shock, and of being -unlike wooden vessels-quite fireproof.

The new silicon monoxide of a New York Chemist, H. N. Potter, is prepared by mixing carbon with quartz, the dioxide, and heating in an electric furnace, with provision for carrying off the carbon monoxide gas generated. Suitable collection chambers receive the silicon monoxide. This is obtained as an exceedingly fine powder, which may be pressed into bricks, with or without alumins, magaosis, or other material, for grinding wheels, or it may be used as a pigment. A vitreous form sometimes produced differs from crystalline silicon in being a non-conductor of electricity. "Monox," as the material is to be known, has great covering power as a paint, and is suggested as of possible value as protection against rust.

The new files produced by a Sheffield firm ara stated to be the result of much experimenting, in which a special chrome steel has been developed. Under test, one of the files, making 270,000 strokes in 881 hours, has removed 101 sounds of filings, -a much greater efficiency than the ordinary files can show.

The statement that radium loses activity on heating has been tested by Dr. H. W. Schmidt, who finds that at 1300 deg. C. its effects are exactly as at ordinary temperature.

In his gropings after truth, the biologist is. forced to conclusions that often seem strange. Dr. C. A. Stevens of Norway Like, Maine, whose "Natural Salvation" has passed through four editions since 1993, contends that matter itself is life, and that immortality is represented by the indestructibility of matter. This matter has been living from its lowest and most attenuated estate as other through its aggregations into corpuscles, atoms and molecules, which have generated single cells or protozoans, developing into metazosus and culminsting in the still progressing groups of cells of the human brain. The corpuscles and some of the atoms alone seem to be immortal groups of the primitive ions. The single calls and and the higher organizations perish as individuals, and need to be reproduced, though matter lives on in ever-changing forms. Immortal life appears from this observer's study of the cell to be a stage of development yet to be victims directly or indirectly to the action of noxious unicellular life, climatic conditions capable of control-are destructive, reproduction is abnormally exhaustive and "old age results from unsuitable food and imperfect nutrition. Ten years of concentrated research by a thousand well-equipped investigators should give chemical foods that would leave in the organism neither ash nor detritus. Freed from " old age" clogging and preventible disease, with a certain mental discipline that to go on forever, and the perfection of an immortal race is in accord with past evolution.

In a novel American plan for driving motors by compressed air from a fall of water, three five-foot shafts are sunk behind a dam to a depth of 330 feet, ending in a chamber having a capacity of 70,000 feet. As the water falls down the shaft, it carries air and compresses it in the underground chamber to as much as 74. atmospheres. The compressed air is carried to

the motors by a pipe, and the water rises through a tail-race to a level about 65 feet lower WATERSPOURS ON LAKES—CLOUDS FROM than that above the dam. In developing 5,000 horse-power, 82 per cent of the theoretical power is realized. The first cost of such a plant is large, but the expense of maintenance is quite

CHURCH SERVICES.

ST. JOHN'S CATHEDBAL, Hongkong,-Trinity Sunday, 14th June. Holy Communion (7.30 s.m.) Matins (11 a.m.) Responses, Festival; Venite, Alcock: Psalms, of the 14th morning (Robinson and Dupuis); To Doum, Woodward, Smart and Turle; Benedictus, Troutbeck. Holy Communion. (12-noon.) Hymns, 163, 228 and 161; Kyrie, Smart in F. Evensong (5.45 p.m.) (Full Choir), Responses, Festival; Psalms, of the 14th evening; Magnificat and Nunc Dimittie, Smart in B flat; Anthem, "Lend kindly Light," Stainer; Hymns, 164 and 160; Sevenfold Amen; Voluntaries Madrigal, Lemare, March, Guilmant. N.B.-Psalm 73, Verses 1, 2, 11, 12 and 21 in

unison. 74. Verses 1, 11, 18, 19, 28 and 24 in unison. Hymn 160 Verses 2 and 4 in unison. UNION CHURCH, Kennedy Road, Minister:-Rev. C. H. Hickling. Minister for Sunday, June 14th :- Rev C. Bone. 11 a.m. Worship, Hymns 270, 264 and 275 Pealm 18 (Tiverton). 6 p.m. Worship, Hymns 70, 255, 448 and 71. Pealm 22 (St. Mary). Friday 8 p.m. Christian Endeavour Bociety. Subject:—"The Philosophy of Religion."
Sr. Andrew's, Kowloon.—(Robinson Road, near British School.) Sundays; Holy Communion Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon, at 0 p.m. address, at 8 p.m.; Congregational pactice of Hymns, &c at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service, Appropriated sittings are reserved up to that time only, The singular phenomenon of hard steet being Churchings before or after any of the services; and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and

Sr. Joseph's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon in English, at 10 a.m.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-On the 12th at 11.55 a.m.—The barometer has risen moderately over Japan and the Locoboos, and fallen slightly on the N.E. coast of China.

Pressure is high over E. Japan, and low over N. China. Fresh S. monsoon may be expected in the Formosa Channel and the N. part of the chins

Hongkong rainfall for the 24 hours adding at 10 a.m. to-day, 0 21 inches.

The forecast for the 24 hours ending at neon to-day is as follows :--Hongkong & Neighbourhood(*)

Formosa Channel Same as No. 1 Bouth coast of China between | Same as No. 1 Hongkong and Lamocks.

South coast of Chins between } Same as No.1. (*) S. and S.W. winds, fresh or strong; squally, thunder showe s.

> From the irritation of sunburn or insect bites, the troubles of a cut, sore or scratch, quick relief is given by

Calvert's Carbolic Ointment.

Soothing, healing and antiseptic.

Sold in jars and time, by Chemists and Stores. Makors: F. C. Calvort & Co. Manchester. Ent.

MAKESTHESKIN

REDNESS, HEAT IRRITATION, TAN, and KEEPS THE SKIN SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING 1/,1/9, and 2/6 each. M. BEETHAM & SON, Cheltenham,

meat, furnishing a most agreeable method of administering the only WORM certain Remedy for Intestinal or Thread Worms. It is perfectly safe and mild, especi-ally adapted for Children. TABLETS. by all Drugglets.

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLO AS Nº4 SINCE 1630

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD. As Sapplied to the House of Commons.

should be in every home as well as in every hospital ...

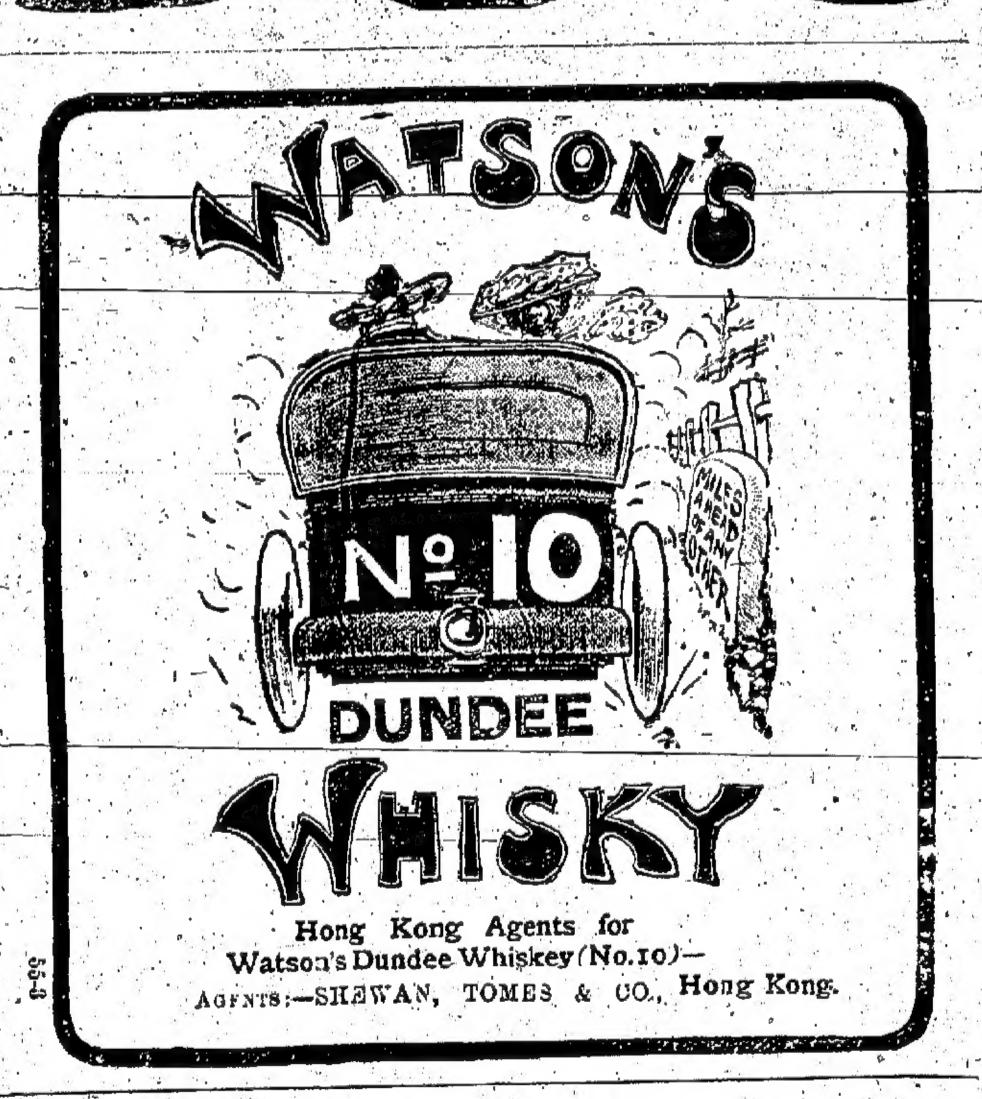
When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.



PERKINS! SAUCE Assists digestion and gives a delightful piquancy and flavour MEAT DISKES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS. Los Marias Original & Genuine By Royal Warrant to

Worcestershire.



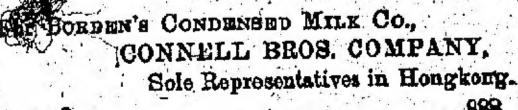




DUBLIC ATTENTION is drawn to the fact that at the present time many brands. of CONDENSED MILK are being offered for sale bearing labels so nearly representing that, of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to Borden's special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical. climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.



Hongkong, 25th May, 190

Butterfield & Swire. KIUKIANG, British str., 1,227, Wavell, 12th June—Shanghai June 7th and Amoy 10th, General—Butterfield & Swire.

SUMATRA, German atr., 507, Meinken, 12th June-New Guinea 20th May, and Palas Island 2nd June, Copra—Melchers & Co. TEAN, British str., 1,346, A. W. Outerbridge, 12th June—Manila 9th June, General— Butterfield & Swire.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. -12th June.

Jacob Diederichsen, German str., for Haiphong. Pitsanulok, German str., for Bangkok. Sardinia, British str., for Shanghai, Zafiro, British str., for Manila.

> DEPARTURES. 12th June.

BINGO MARU, Japanese str., for Kobe. C. DIEDERICHSEN, German str., for Swatow. CHANGOHOW, British str., for Amoy. DAGNY, Norwegian str., for Newchwarg. FAUSANG, British str., for Saigon. HAICHING, British str., for Coast Ports. HONOMOH, British str., for Amoy. Hunchow, British sir, for Canton. HUPER, British str., for Holhow, KARONGA, British str., for Shanghai, KOWLOON, German str., for Nagasaki. MABIR, German str., for Moji. None, British str., for Singapore. PESHAWUR, British str., for Shangbai. PETCHABURI, German str., for Swatow. SOLSTAD, Norwegian str., for Haiphong. SPIR, Norwegian str., for Canton.
TAISANG, British str., for Swatow. YAWATA MARU, Japanese str., for Australia.

VESSELS IN DOCK. ABERDEEN DOCKE,-

LOVLOON DOCKS-Sorsogon, Finne, Courtfield, Arabia, Shantung, Hongkong, Aker Likin. COSMOPOLITAN DOCKS .-

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL - STEAM NAVIGATION COMPANY.

BTEAM FOR STRAITS, CEYLON, AUS TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED TO BATAVIA, PERSIAN' GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS

HE Steamship

"DELHI,"

Captain J. D Andrews, R.N.R., carrying H. Majerty's Mails, will be despatched from this for Bombay &c. on SATUR.
DAY the 13th June at Noon, taking passengers and eargo for the above port in connection with the Company's as **BRITANNIA," 7,000 tons, from Colombo pas-sengers' accommodation in which vessel is soupred before departure from Hongkong. Silk and Valuables, all cargo for France : n

Tea for London (under arrangement will be transhipped at Colombo into the mail steame proceeding to Marsoilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on 26th July, 1908. Parcels will be received at this Office unli

4 P.M. the day before sailing. The content and value of all packages are required. For further particulars, apply to F. J. ABBOTT

Acting Superintendert. Hongkong, 1st June, 1908.

"GLEN" LINE OF STEAMERS. FOR LONDON AND ANTWERP VIA SUEZ CANAL.

HE Steamship

" GLENEARN," Captain W. Haughton, will be despatched a above on MONDAY, the 15th June.

For Freight apply to McGREGOR BROS. & GOW. Hongkong, 27th May, 1908.



USTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE

HE Company's Steamship

"NIPPON." Capt. E. Tarabochia, will leave for the above places on TUESDAY, the 16th inst., P.M. This Steamer bas capital accommodation for passengers, electric light, and carries a doctor and stewardess For Freight or Passage, apply to

SANDER, WIELER & CO., Prince's Building. Hongkong, 10th June, 1968. EASTERN AND AUSTRALIAN STEA

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, and QUEENS LAND PORTS, and taking throng Cargo to ADRIAIDE, NEW ZEALAND TARMANIA, &C.

FINE Steamship

"ALDENHAM." Captain St. John George, will be despatched as love on THURSDAY, 25th inst., at

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham ber, which ensures the supply of Fresh Provi mons. Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A the wardess and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the steamers of the Company hate

electric fans fitted in staterooms, For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hoogkong, 10th June, 1908,

ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kewloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kewlcon "m," and thosee vessels berthed at the Kowlcon Wharf "k,w," tegether with the number denoting she section. SECTIONS:

2 From Harbour Master's to Blake Pier, 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point. 1 From Green Island to the Harbour Master's.

			1 1 1 1			
			F 12	5.0		
DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTE	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
			11. 4			
		7.0				
		1	17 11 1	TDA		D- 14 37
LONDON &C., YIA USUAL PORTS OF CALL.	DELHI	Brit. str Brit. str		W Henchton	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SUEZ CANAL LONDON & ANTWERP VIA SINGAPORE &c	GLENEARN CANDIA	Brit. str.	The state of the s	O. Jones R.N.B.	P. & O. S. N. Co.	On 15th inst. About 17th inst.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.			SHEWAN, TOMES & Co.	On 20th inst.
LONDON & ANTWERP VIA SINGAPORE, &c	PALERMO	Brit. str		J. B. Ferguson	P. & O. S. N. Co	About 23rd inst.
HARVE & HAMBURG VIA STRAITS, &c	DORTMUND	Ger. str	k, w.	Malchow	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG VIA STRAITS, &c	ISTRIA	Ger, str	- 11		HAMBURG-AMBRIKA LININ	On 26th July.
HAVRE & HAMBURG VIA STRAITS, &c	SAXONIA	Ger. str	k.w.		HAMBURG-AMERIKA-LINIE	On 9th August. On 15th instr
LISBON, HAVRE, BREMEN & HAMBURG MARSEILLES, &c., VIA POBTS OF CALL	TONKIN	Ger. str Fr. str		Charbonnel	HAMBURG-AMERIKA LININ	On 23rd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	HAKATA MARU	Jap. str			NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, HAVRE COPENHAGEN,	SIAM.	Dan. str			MELCHERS & Co	Beginning of July.
MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE &C	WARAS MARU	Jap. str		N. Nielsen	NIPPON YUSEN KAISHA	On 8th July, at D'light
ANTWERP, BOTTERDAM BEEMEN & HANBURG,	BRISGAVIA	Ger. str. "	k. 17.		RAMBURG-AMERIKA LININ	On 23rd inst. On 18th inst.
GENOA & OR MARSEILLES & HAMBURG	PRINZ HEINRICH	Ger, str		P. Grasch	MELCHERS & Co.	On 17th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	TRIESTE	Aus. str.		S. Cliunak	SANDER, WIELER & Co	On 20th inst., P.M.
BOSTON & NEW YORK	OCEANO	Brit, str.	· · · · ·	****** ****** *********	ARNHOLD, KARBERG & Co	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF INDIA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co	To-day, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c	LENNOX	Brit, str			CANADIAN PACIFIC R. Co	On 18th inst., at Noon.
VICTORIA, B.C., & SEATTLE, WASH., &c.,	TREMONT	Jap. str.		T. W. Garlick	DODWELL & CO. LTD	On 23rd inst, at 4 P.M. On 1st July.
VICTORIA B.C. & TACOMA VIA JAPAN VICTORIA. B.C. & SEATTLE, WASH., &c	TERMONT	Am. str			Nippon Yusen Kaisha	On 7th July, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TSINAN		Y	C. Lindbergh	BUTTERVIELD & SWIRE	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MANILA A	Ger. str.	7	J. Minssen	MELCHERS & Co	On 18th inst., at 5 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	ALDENHAM	Brit, str.	16 1 1 1	St. John George	GIBB, LIVINGSTON & Co	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jep. str		T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
AUSTRALIAN PORTS TIA MANILA	KUMANO MARU,,,,,	Jop. str Rus. str		N. Mathieson	MELCHERS & CO.	On 7th Aug., at Noon. About 5th July.
YOROHAMA AND KOBE	PRINZ WALDEMAR.	Ger. str.		W. von Senden	MELCHERS & Co.	About 26th inst.
KOBE AND YOKOHAMA	KAWACHI MARU	Jap. str		H. Petersen	NIPPON YUREN KAIRBA	On 27th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str	·	N. Mathieson	NIPPON YUREN KAISHA	On 8th July, at Noon.
JAPAN	Тлворыя	Dut. str	the state of the s		JAVA-CHINA-JAPAN LIJN	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c		Brit, str.			BUTTERT & SWIDE	On 25th July. On 17th inst., at 4 P.M.
CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1.17		P. & O. S. N. Co.	About 12th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA		Brit. str.		Richard	JABDINE, MATHESON & Co., LD.	To-morrow, at Daylight
BHANGHAI VIA SWATOW, AMOY & FOOTHOW	BUJUN MARU	Jap. str		M. Nemoto	OSAKA SHOSEN KAISHA	On 16th inst., at 10 A.M
SHANGHAL YOKOHAMA. & KOBE	NIPPON	Aus. str.	- 1	E. Tarabecchia	SANDER, WIEDER & Co	On 16th inst., P.M.
SHANGHAT	HANGBANG	Brit. str		A. E. Sandbach	JABDINE, MATHESON & Co., LD.	On 17th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEBEN	Ger, str		B. Wilhelmi Habel	HAMBURG-AMERIKA LININ	About 17th inst. On 20th inst.
SHANGHAI, YOKOHAMA & KOBE	SAKONIA		1 - '	114001		On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	CALEDONIEN	Frenstr.		Martin .	MESSAGERIES MARITIMES	On 22nd inst., P.W.
SHANGHAI. MOJI & KOBE	YETOROFU MARU	Jap. Bir	PPR	K. Sato	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMBANG	Brit. str	1 3 × 1 + 1 1	M. B. Lake	Jabdine, Matheson& Co., Ld.	On 23rd inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	PETRONIA	Rus. str		H. Pybus	MECHERS & Co.	End of June. Quick despatch.
SHANGHAI.		Dut. str Brit. str		de Brouwers	JAVA-CHINA-JAPAN LIJE	To-day, at 4 P.M.
AMOY & SHANGHAI		Brit. str.	* 1 - 17 NOT	H. A. Wall	BUTTERFIELD & SWIEB	On 16th inst., at 4 P.M.
TAKAO (DIRECT)	Class a consum William			I jichi	USAKA SHOSEN KAISHA	On 16th inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY		Jap. atr	The same of the sa	H. S. Smith	OBAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
HOIHOW & HAIHPONG	CHIRLI	. T. C.	- 45	Imbben	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SWATOW, AMOY & FUOCHOW	HAITAN			J. S. Reach	DOUGLAS LAPRAIR & CO	On 16th inst., at 2 P.M. To-day, at Noon.
MANILIA	ZAFIRO	Brit. str Brit. str			BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
MANILA		0.01 4.00			JARDINE, MATHESON& Co., LD.	On 19th inst., at 4 P.M.
MANILA		3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		R. Almond	SHEWAN, TOMBS & CO	On 20th inst., at Noon.
MANILA	YUENBANG	Brit. str		T. Meyrick	Jandine, Matheson & Co., Ld	On 26th inst., at 4 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	1 4 "	Mathias	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SANDAKAN	MAUSANG		1 1 1	F. Sembill	JARDINE, MATHESON& Co., LD. MELCHERS & Co.	On 17th inst., at 4 P.M. About End of June.
BOMBAY VIA SINGAPORE & COLOMBO	YEBOSHI MALU		100	B. Kon		On 18th inst.
SINGAPORE, PENANG & CALCUTTA	1.—To a series a series	A 1 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	W.		JABDINE, MATHEBON & Co., LD.	On 24th inst., at Noon.
BATAVIA, CHERIBON, SAMABANG, &c		The 1 40 cm	i	H. Koops	JAVA-CHINA-JAPAN LIJH	Quick despatch.
						F.
			eritar i a			

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK. GOTHENBURG.

SAILINGS FROM HONGKONG.

BUBJEC	T TO ALTERATION.
SHANGHAI, YOKOHAMA & KOBI	STEAMERS DATE OF SAILING. End of June.
MARSEILLES, HAVRE, & COPENHAGEN	5
VLADIVOSTOCK	"CURONIA" About 5th July.
For Further Particulars, apply	to MELOHERS & CO.,
Hongkong, 5th June, 1908.	ACENTS. 6



KAISHA. NIPPON (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

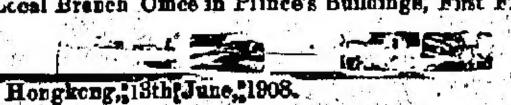
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	2000
	DESTINATIONS. STRAMERS. SAILING DATES 1908.
	L MEAN CONTINUE TONICON AND CHARACTER MARKET TONE 6161 (W. H.I.) DAY, 2410 JUNE
	ANTWERP, via SINGA. Capt. T. Murai, at Daylight. PORE, PENANG, WAKASA MARU, (WED'DAY, 8th July, COLOMBO, and PORT SAID (Capt. N. Nielsen Tona 6265) at Daylight
i	PORE PENANG, WAKASA MARU, WEDDAI, Staduly,
	VICTORIA. B.C. and KAGA MARU SEATTLE, WASH, via Capt. G. S. Lapraik, Tons 6301 at 4 P.M.
	SEATTLE, WASH, via Capt. G. S. Lapraik, Tons 6301 at 4 P.M.
	SHANGHAI, MUJI, KUBE TOSA MARU TUESDAY, 7th July,
	SHANGHAI, MOJI, KOBE TOSA MARU TUESDAY, 7th. July, YOKKAICHI, SHIMIDZU Capt. J. Nagao, Tons 5823 at 4 P.M.
	OFFINAY WEI POTTENE (NIKKO MARTI (FRIDAY, 10th July,
	SYDNEY and MELBOURNE, (NIKKO MARU FRIDAY, 10th July, via MANILA, THURSDAY) Capt. T. Harrison, Tons 1:39 at Noon.
	ISLAND. TOWNSVILLE KUMANO MARU FRIDAY, 7th August,
	ISLAND. TOWNSVILLE KUMANO MARU FRIDAY, 7th August, and BRISBANE Capt. N. Mathieson, Tons 5076 at Noon.
	ROMBAY via SINGAPORE (1 YEBOSHI MARU THURSDAY, 18th
	and COLOMBO Capt. B. Kon, Tons (097) June.
	I S IT A N C IT A T MOJT and (T Y ETOROFU" MAKU FRIDAY. 19th -
4	KOBE Capt. K. Sato, Tons 4165 June KAWACHI MARU SATURDAY, 27th
-	KOBE and YOKOHAMA (Capt. H. Petersen, Tons 6101) NAGASAKI, KOBE and KUMANO MARU (SATURDAY, 27th Capt. H. Petersen, Tons 6101) (WED'DAY, 8th July, VOKOHAMA
	NAGASAKI. KOBE and KUMANO MARU (WED'DAY. 8th July.
	YOKOHAMA Capt. N. Mathieson, Tons 5076) at Noon.

Calling at loelung. Cargo only.

+ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama.

1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.



KUSUMOTO, MANAGER. 356

MESSAGERIES MARITIMES.

FRENCH MAIL INES FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA BUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

	SHANGHAI.	
FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	Cohe maring	On 22nd June, P.1 On 23rd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt Lancelin	On 6th July, P.M. On 7th July,

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Seaf Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters most Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 10th June, 1908.

P. NALIN, ACTING AGENT, Queen's Building.

NORTHERN PACIFIC LINE.

EOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons. Captain.	Sailing Date.
TREMONT 1 SUVERIC 1 KUMERIC	9,606 T. W. Garlick 6,232 W. Shotton 6,232 Cowley 9,606 E. V. Roberts	On 1st July. On 23rd July. On 19th August. On 12th September.
	1 Steerage Passengers only.	

CHEAP FARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted will very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fun in each room. | Barber's shop and steam launcher. Cargo carrier

PARCEL EXPRESS TO THE UNITED STATES & ANADA For further information apply to-DODWELL & CO., MITED.

GENERAL AGENT QUEEN'S BUILDINGS.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LD. FOR LONDON AND ANTWERP.

HE Steamship

"CARDIGANSHIRE" Will be despatched for the above Ports on the 20th June, 1908. To be followed by the Steamship "CARNARVONSHIRE" sailing on or about 10th July, 1908. For Freight or Passage, apply to SHEWAN TOMES & CO.,

Hongkong, 12th June, 1908. AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS to PERSIAN GULF, RED SEA, BLAUE

THE Company's Steamship

PORTS.

"TRIESTE," Captain S. Cliunak, will be despatched as above on SATURDAY, the 20th June, P.M. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight

SEA, LEVANT, VENICE and ADRIATIC

apply to SANDER, WIELER & Co., - Princes' Buildings,

Hongkong, 11th June, 1908. THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

HE Steamship

"OCEANO," will be despatched for the above Ports on or about THURSDAY, the 25th June. For Freight apply to

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NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lin are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South AFRICA, in connection with Indo-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE POETS every fortnight For Freight and further particulars,

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Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide 344 DOCK No. 1. Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom.

Water on Blocks at Spring Tide DOCK No. 2. Extreme Length 871 feets Length on Blocks Width of Entrance on Top 66 Width of Entrance on Bottom, ... 55 Water on Blocks at Spring Tids 22

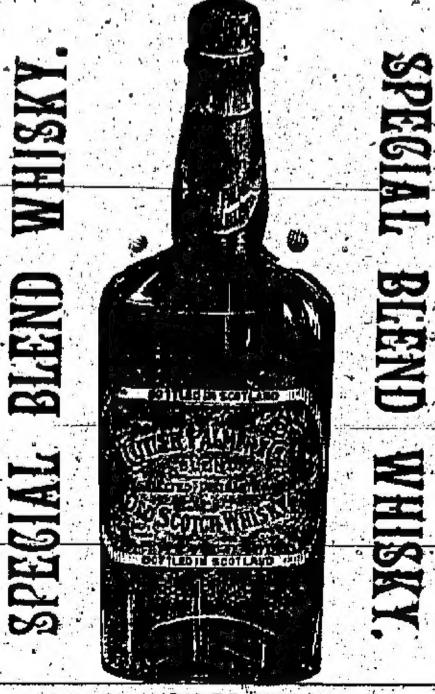
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SHIPPERS Butler, Palmer & 60., London AGENTS HONGKONG.

ORIENTAL PENINSULAR STEAM NAVIGATION COMPANY.

RUMARKS. STEAMERS LONDON WIA USUAL PORTS DELHI..... D. Andrews, E.N.R. Noon, 13th | See Special OF CALL..... June | Advertisement. LONDON and ANTWERP ANG, COLOMBO, PORT SAID and MARSEILLES LONDON and ANTWERP ONDON and ANTWERN PALERMO...... About 28rd Freight only. ANG, COLOMBO PORT Capt. J. B. Ferguson

Hongkong, 5th June, 1908.

SAID and MARSHILLES

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent

NAVIGATION CO., LIMITED.

STRAMEBS.

	A CHANCE AND	On 19th Tono A was
	AMOY and SHANGHAI "NANCHANG	P' On 18th June, 4 P.M.
	BEANTT A ZAMROANGA, THUBE-1	
	TAKE TO TOTANII (CIDITALI DAY IN. 1	
	THE REPORT OF THE PROPERTY OF THE PARTY OF T	
•	BRISBANE, SYDNEY, with } 1 "TSINAN"	On 15th June, 4 P.M.
	Transhipment for TASMANIA,	
,	NEW ZEALAND, ADELAIDE,	
	NEW SEADAND, ADELLES,	
	FREMANTLE and PERTH	" On 16th June, 4 P.M.
	AMOY and SHANGHAI CEBU and ILUILO MANILA CHEFOO and TIENTSIN "KIUKLANG" KAIFONG" "TEAN" "HUICHOW"	On 16th Tune 4 there
	CEBU and ILOILO	On 18th June 4 man
	MANILA	On 15th June, 4 P.M.
	CHEFOO and TIENTSIN 1"HUICHOW"	Un 17th June, & P.M.
	ECIHOW and HAIPHONG "CHIHLI"	On 18th June, 4 P.M.
	MANILA STEAMERS & TIENTSIN STEAMERS modation with Electric Light throughout and Electric Far	as in the Statercoms and Dinning
	Saloon.	ation with Electric Light through
	AUSTRALIAN STEAMERS have superior accommod	Strong with Electric Light infough-
	out and Electric Fans in the Statercome. A duly qualified	purkeen is carried. Carke sooned
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,	ESTE A RECULE A T-12(1) H) A MI K) HOM DEWA GOOD CARLODD CERROURY	er accommusicament and care early.
	on through Bills of Lading to all Yangusze and Northern Chil	ns fore.
•	REDUCED SALOON FARES, SINGLE AND B	EFFURN TO MANILA AND
	AUSTRALIAN PORTS	5,0
,	For Freight or Passage, apply to— BUTTE	CRFIELD & SWIRE.
	Edit Brooken or a second of the second of th	ACENTE
	Hongkong, 18th June, 1908.	AGENTS. 11

BREMEN NORDDEUTSCHER LLOYD. IMPERIAL GERMAN MAIL LINES.

TOE	STEAMBRS	TO BAIL.
NAPLES, GENOA, ALGIERS,) GIBRALTAR, SOUTHAMPTON, } ANTWERP & HAMBURG	"PRINZ HEINRIUH" Capt. P. Groscu	Wed'day, 17th June, at Noon.
BHANGHAI, NAGASAKI, KOBE	"GOEBEN" Capt. B. WILHELMI	About Wed'day, 17th June.
MANILA, NEWGUINEA, BETS- BANE, SAMARAI, SYDNEY TOKOHAMA & KOBE	"MANILA" Capt. MINSSEN FRINZ WALDEMAR" Capt. W. v. SENDEN	Thursday, 18th June, at 5 F.M. About Friday, 26th June.
KUDAT & SANDAKAN}	"BORNEO" Capt. F. SEEBILL	End of June.
For further Particulars, apply to		

NORDDEUTSCHER LLOYD, MELOHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 5th June, 1908.

INDO-CHINA S. NAV. CO., LD.

-7	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATIO)N).
7	POR STEAMERS TO SAIL	
1	* SHANGHAI "WAISHING" Sunday, 14th June, D'I	light.
	+ SHANGHAI "HANGSANG " Wed'day, 17th June, No	oon.
	I SANDAKAN "MAUSANG" Wed'day, 17th June, 4	
	T BANDARAN	
	MANILA "LOONGSANG" Friday, 19th June, 4 P.	
	+*BH'HAI, YOKOHAMA, KOBE & MOJI "NAMSANG" Tuesday, 23rd June, N	con,
	* ATNO A PORE PENANCIA CALCUTTA" FOOKSANG" Wedday, 24th June, N	COT.
	MANILA "YUENSANG Friday, 26th June, 4 I	P.M.
	TARRETOR PROFILE TO TARAN	
	RETURN_TOURS TO JAPAN.	1
	OCCUPTING 24 DAYS.	
~	The "stanmars "Kutsang," "Namsang" and "Fooksang" leave about every 3 wee	aks fo

The steamers "Kutsand," Namsand and Fooksand leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

. Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Yangtere Ports, Chefoo, Tientein and Newchwang.

Telephone No. 61 For Freight or Passage apply to JARDINE, MATHESON & Co., LTD., Hongkong, 13th June, 1988. GENERAL MANAGERS.

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Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG .

NHAT BAILINUS	PROM HOMOROMO:
OUTWARD.	HOMEWARD.
THE STANGEST VOKOHAMA & KOBE:	FOR LASBON, HAVEE, BERMEN & HAMBUI S.S. SCANDIA 15th June
FOR SHANGHAI, YÖKOHAMA & KOBE: S.S. ISTRIA 20th June	FOR GENOA AND OR MARSEILLES HAMBURG: S.S. HELLAS 18th June
Total Tokohama & Kobe:	FOR ANTWERP, ROTTERDAM, BREMEN HAMBURG:
S.S. SILVIA 26th June	FOR HAVEE & HAMBURG:
FOR SHANGHAL, YOKOHAMA & KOBE:	88. DORTMUND 12th July

Further Particulars, apply to-

Hongkong, 11th June, 1908 Hongkong Office.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMORA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

	FOR	THE CO. 8 S.S.	THAY	ING
	TAMSUI VIA SWAT	W. "JOSHIN MARU"	SUNDAY,	14th June,
	*AMOY	Capt. H. B. SMITH	at 9 A.M.	
.,		("SHOSHU MARU"	TUESDAY,	16th June.
	TAKAO (DIRECT)	Capt. Licht	at 10 AM.	1007 0 5 501
			65.	1, 4, 6

TUESDAY, 16th June, "BUJUN MARU" + SHANGHAI VIA SWATOW, ; Capt. M. NEMOTO 5 at 10 A.M. AMOY and FOOCHOW

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidahips. Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yangtese and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office. Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th June, 1908.

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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STMAMSKIP	Tows.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	°2540 2540	R. Rodger R. W. Almond.		On 18th June, Noon. On 20th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 8th June, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S BOYAL MAIL STEAMSHIP LINE.

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Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

			20 11 44 414 414	The second of the second
è		D SHILINGS.	(Subject to Alteration).	ARRIVE VINCOUVE
-1	≈ R.M.S.	Tons	LEAVE HONGKONG	une 4th July
		G 800	SATURDAY, 13th J THURSDAY, 18th J	
		3,700	SITURDAY, 4th J	
	The second secon	6.163	SATURDAY, 11th J	
4			SATURDAY, 25th J	ity loth Aug.
	GLENEARG"		SAOUS DAY. Bth A	no 6th Sept.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" Steamers will depart from HONGKONG at 4P.M.
S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,

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TWARD via Suzz :- Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwautto, (Peking Tlentsin,) Kobe, Yokohama, Genoa to Hongkong in 30 Days. NAPLES to Hongkone in 29 DAYS.

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Hongkong, 20th February, 1908.

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POST OFFIC	DE NOTICE	
The Goebest, with the German mail of the	19th May, left Sin	gapore on Friday, the l
instant, at 9 a.m. and may be expected here on or	r about Tuesday, to	o lock man, as noon.
FOR .	PER	Saturday, 13th, 9.00
Manile	ProteusZafiro	Saturday, 18th, 10.00
		Saturday, 13th, Printed Matter and S
(Late Letters 11.00 A.M. to Noon Extra		ples
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Extra Postage 10 cents.)	Delhi	fee of 10 cents, up
Letters posted in all the Pillar Boxes in time for the first clearance will be		Registration, Kow B.O 10.00
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Macao	Sus Tai	Saturday, 18th, 1:15,
Amoy and ShanghaiShanghai	Nanchang	Saturday, 18th, 2.00 Saturday, 18th, 2.00
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		ples 2.00 Registration 2.00
VICTORIA and VANCOUVER (B.C.)		(Registration, with
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Extra Postage 10 cents)		Registration, Kow B.O 2,00
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Moji, Kobe ickohama and Portland	Nicomedia	Saturday, 13th, 4.00
MonilsBystow and Bangkok	Loyul	Esturday, 13th, 4.00 Baturday, 13th, 5.00
filements.	Waishing	
Swatow, Amoy and Tameni	. Dhowbung	Sunday, 14th, 9.00 Sunday, 14th, 9.00
Minila Zamboanga, Port-Darwin, Thursday	Teucer	1.200
Island, Cooktown, Cairns, Townsville, Brisbane, Sydrey, Hobart, Launceston,	Tsinan	Monday, 15th, 3.00
New Zealand, Melbourne, Adelaide, Perth		
Batavia, Cheribon, Samarang, Scerabaya and	Tjikini	Monday, 15th, 4.00
Machesar		Tuesday, 16th,
		Printed Matter and ples
KEELUNG, SHANGHAI, NAGASARI, KOBB, YOKKAICHI, SHIMIDZU, YOKOHAMA,		Registration 10.00 (Registration, with
HONOLULU and BAN FRANCISCO	Korea	fee of 10 cents
(Supplementary mail on board up to the time fixed for departure of the mail.		10.45 A.M.) Registration, Ko
Extra Postage 10 cents)		B.O 10.00 No late fee.
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Ewatow, Amoy and Foochow	Haitan	Tuesday, 16th, 3.00
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included in this contract mail.)		B.O10.00
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Chefoo and Tientsip	Huichow	Wednesday, 17th, 3.0 Wednesday, 17th, 3.0
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hams, Victoria and Vancouver B.C	Chihli	Thursday, 18th, 3.0
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Sydney, Hobert, Launceston, New- Zealand, Melbourne, Adelaide, Perth	Manila	Thursday, 18th, 4.0
and Fremantle	Loongeang	Friday, 19th, 8.0
Manila	Rubi	Baturday, 20th, 11.0 Tuesday, 23rd, 10.0
Shanghai, Yokohama, Koba and Moji	Nameang	Tuesday, 23rd,
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Postage 10 cents.)	Tonkin	fee of 10 cents, 10.45 A.M.)
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included in this contract mail.)		B.O 10.0
	Parliana	Letters 11.00 Wednesday, 24th, 11.0
Bingapore, Penang and Calcutta Port Darwin, Thursday, Island; Cooktown,	D 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	and the second second
Cairns, Townsville, Brisbane, Sydney, and	Aldenham	Thurslay, 25th, 11.0
Melbourne		Friday, 26th, Printed Matter and
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Extra Postage 10 cents)		B.O10.0 No late fee.
	Vanagana	Letters 11.0 Friday, 26th, 3.0
Manile	Yuensang	init - crimita - court and

26th, 3.00 P.M. Friday, Yuensang *CANTON. *Wuchow and *Samebul will be closed on week-day at 7,80 or Macao is despatched per s.s. Swi An on week-days 7,15 a.m., on Sundays is closed at 8 a.m.

(Registration, with late

Registration, Kowloon

Printed Matter and Sam-

Registration... 10.00 A.M.

Wednesday, 17th, 3.00 P.M.

Wednesday, 17th, 3.00 P.M.

Thursday, 18th, 11.00 A.M.

Thursday, 18th, 3.00 P.M.

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Registration, Kowloon

В.О. 10.00 А.м

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Wednesday, 24th, 11.00 A.M.

Thurslay, 25th, 11.00 A.M.

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19th, 3,00 P.M.

20th, 11.00 A.M

23rd, 10.00 A.M.

..... 11.00 A.M.

16th 300 P.M.

3.00 P.M.

fee of 10 cents up to Becares Old ...

NAMIAO, and EUABUE, are closed every week-day at 6 p.m. re closed at 9 a.m.

"Kongmoon, and humchuk, are closed every week-day at 5 pm, O despatched to these places on Faturday evenings, unless previously notified.

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by those packets will be accepted up to a quarter of an hour before the time of closing that ordinary mail; Registered mails to Shanghai, Japan, Straits, and India, Manila and Australia by other than contract packets close half an hourbefore the ordinary mail, and to the coast ports up to a quarter of an hour before the ordinay mails.

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COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS. @ June 12th. On London. Bank Bills, on demand 9}4 Bank Bills, at 30 days' sight 191 Bank Bills, at 4 mouths' sight 191 Documentary Bills 4 months' sightl, 101 (Registration, with late ON Bank Bills, on demand227 Credits, at 4 months' sight 2814 OR GERMANY. on demand......184 ON NEW YORK. Bank Bills, on demand......44 ON BOMBAY. ON CALCUTTA. ON SHANGHAL-

> ON YOKOHAMA.—On demand............883 ON MANILA.-On demand-Pesos-881 ON SINGAPORE. On demand. 772 On HAIPHONG.—On demand81 p.c. pm. ON SAIGON.—On demand 8 p.c. pm. 13th, 5.00 P.F. ON BANGKOK.-On demand851 SOVEREIGNS, Bank's Buying Rate...\$10.90 GOLD LEAF, 100 fine, per tael...... \$57.10: June 12th Quotations are:---Malwa New Malwa Old Malwa Older

Private, 30 days sight 75

VESSELS EXPECTED.

Malwa V. Old 31070

Persian fine quality ...

Persian extra fine

Benares New

Patna New ...

THE INDIAN MAIL The Apear str. Arratoon Apear from Yoko hama and Kobe, left Moji on the afternoon o the 8th inst., and may be expected here to-day a 16th, 3.00 P.M. daylight.

The Apear str. Catherine Apear from Cal cutta left Singapore on the afternoon of the Sti inst., and may be expected here to morrow. The Indo-C ina str. Namsang left Calcutt for this port via the Straits on 3rd inst., and

(Registration, with late may be expected here on or about the 19th inst The Indo-China str. Kumsang left Calcutta for this port via the Straits on 7th inst., and Kowlook may be expected here on or about the 23rd inst. THE GERMAN MAIL. The I.G.M. str. Goeben carrying the German

Mails with dates from Berlin of the 19th ult. left Singapore on Friday, 12th inst. at 9 a.m. and may be expected here on or about Tuesday, the 16th inst. at noon. The I.G.M. str. Prinz Heinrich left Kobe via

Nagasaki and Shanghai on the 7th inst. p.m., and may be expected here on or about Tuesday, the 16th inst. The I.G.M. str. Prinz Waldemar left Sydney on Tuesday, the 2nd just, at noon, and day basespected here on or about Wednesday, 24th inst.

THE AMBRICAN MAIL. The T.K.K. str. America Maru sailed from Yokohama on the 7th inst. and is due to arrive at this port on the 16th inst.

THE CANADIAN MAIL The C.P.R. str. Monteagle left Vancouver B.C. for Hongkong via usual ports of call at p.m. on Thursday, the 28th ult. The O.P.R. str. Empress of Japan left Van-

conver p.m. on Wednesday, the 3rd inst. via the usual ports of call. MDROHANT STEAMERS The Austrian Lloyd's str. Nippon left Singspore for this port on the 8th inst., and is due | AR AR

here to-morrow. The J.-C.-J. Lijn str. Tjikini left Moji for Swatow on the 5th inst., and may be expected here to-morrow. The N.Y.K. str. Kaga Maru (American Mon. 15 m Lies) left Shanghai for this port on the 11th

inst., and is expected here to morrow. The N.Y.K. str. Yeboshi Maru (Bombay Wed. Line) left Moji for this port on the 11th inst., Thurs 18 and is expected here to-morrow. The H.A.L. str. Scandia left Shanghai via Foochow on the 10th inst., and may be expected.

here on the 15th inst. The J.-C.-J. Liju str. Tjilatjap left Moji for Amoy on the 8th inst., and may be expected here on or about the 16th inst.

The E. & A. str. Empire left Sydney on the 6th inst. for this port (via Queensland Ports & Manila).

The str. Indramays sailed from New York on the 12th ult., and/is due here on or about Middle of July.

STEAMERS PASSED THE CANAL. May 23rd-Albenya, Antenor, Idomeneus, Seneca, Speotra, Indrapura, Istria, Teenkai. Jason, Lothian. 27th - Benledi, Sambia, 30th-Caledonien, Montgomeryshire, Saxonia. Kawachi Maru. June 3rd-Nore, Elizabeth Rickmers .6th-Agamemnon, Australien, Indramayo, Liberia, Ningchow, Nubia, Queen Olga. 10th - Benlarig, Glenturret, Suevia, Colombo Mary, Prinz Ludwig.

ARRIVAL AT HOMEL June 9th-Yorck, Inaba Maru, Pathan. 10th-Pera.

PASSENGERS ARRIVED.

Per Kiukiang, from Shanghai, &c. Mrs Mawley and child. Per Benverlich, from London, &c., Rev. H. Sauger, and Mr W. Taylor.

Per Tean, from Manila, Lieut. Sparrow. Messrs. Dalty, Hanley, Ahr Schoenlicht, Sta: Maria, Monean, Ampuan, Viray and Coguditan, Mesdames Dalty and child, and Hanley. DEPARTED.

Per Binge Maru, for Japan, Capt, and Mrs Fardle, Mrs R. Kataoka, Mrs I. Ohtsuka, Mrs R. Hanaoka, Mrs Yamaura, Misses M. Hannah, K. Saruwata and I. Asano, Col. Burton, Capt. Y. Makihara, Dr. J. Shikinami, Messts. O. Sasano, T. Tatani and H. S. Holmes.

Per Yaccata Maru, for Manils, &c., Duke of Montpensier, Count and Countess de Houdetot, Count de Bernis, Mr and Mrs Houghton, Mr & Mrs Riddiford, Mr and Mrs J. A. Pietzeker, Mr & Mrs A. D. Pedley, Mr and Mrs Zasionosky and child, Capt. and Mrs Vallange, Madame
Brionde, Mrs Izard, Mrs Ibanez and child, Mrs
J. W. Wolf, Misses L. A. Wolf, M. Wolf and
A. M. Wolf, Lieut, R. H. Jordan, Rev. F.
Baldwin, Capt. E. B. Garnsham, Metses. H. G.
Sharpe, V. F. Stanley Low, Paul Kinnaday,
E. P. Lee, W. A. Williams, Vaterin G. Edward. F. P. Low, W. A. Williams, Vatrin, G. Edward, A. Ota, Domerschikoff, Hammond, A. Linnemann, L. Dayarum, S. Chellorum, Livicka and A. Bersamin.

JOINT S	•	
		ng, June 12th.
COMPANY,	PAID UP.	Quotations.
Albambra	Ps. 200	Nominal.
Banks-		
Hongkong & S'h	ai \$125	\$750, raice London £77.
National B. of Ch	ina £6	\$51, buyers
Bell's Asbestès E.A		\$7}, sellers
China-Borneo Co	77 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	\$103, sales
China Light &P. C	6 630	\$61, buyers
China Provident		\$91, buyers
Cotton Mills-	16	
Ewe Hongkong	Tis. 50	Tis. 57.
International	Tls. 75	Tla. 63.
Lacu Kung Mow Soychee	Tls. 100	Tls. 771. Tls. 260.
Dairy Farm		\$193.
THOUSE SING AN USTAGE	8	
H. & K. Wonrf & H. & W. Dock	4 G. \$50	\$51 , sellers \$107, mellers
New Amoy Dock	\$64	\$91, buyers
Shanghai Dock.	Tls. 100	Tls. 87, buyers Tls. 235.
Surie II. Wille	11 118, 100	110, 200,
Fenwick & Co., Ge	\$25	\$13, sellers
Green Island Cem	ent. \$10	\$104, sales &bu
Hongkong & C. G	as £10	\$175, buyers
Hongkong Electri	o \$10	\$16, sales
Hongkong Hotel (Hongkong Ice Co.	550 \$25	
H.K. Milling Co.,	Ld.	
in liquidation Hongkong Rope (
Insurances—	20116	#20, pluj . j 62, .
Canton		
China Fire China Traders		
Hongkong Fire		
North China	25	Tla. 78, sellors
Union Yangteze		
Land and Buildi		
HorgkongLand	lInv. \$100	
Humphrey's E Kowloon Land	state \$10	
Shanghai Land	Tls. 50	Tls, 119.
WestPointBuil	ding \$50	\$48.
Mining— Charbonnages	For OR	\$570, buyers
Raubs		
Peak Tramways	5 810	
Philippine Co		l \$2.
I minippine		40, 4011018
China Sugar	\$100	4
Luzon Sugar	\$100	A
Steamship Compa	anies	5 \$15, sellers
China and Man Douglas Steam		\$874, sellers
H., Canton & M		4 4 4 10

H., Canton & M..... \$15 | \$29\, sellers Indo-China S.N. Co. \$ \$24. 44/9, buyers Shell Transport Co. \$25, sellers Star Ferry..... \$15, sellers Do., New \$23, buyers South China M. Post. Steam Laundry Co.... 16, sellers Stores & Dispensaries Campbell, M. & Co. Powell & Co., Wm ... \$10 | \$3, buyers : Watkins..... \$10 \$91, sollers Watson & Co., A. S. Weissmann, Ld. ... 5100 \$100. United Asbestos :... \$13, buyers \$150, buyers Do. Founders

Union Waterboat Co.

VERNON & SMYTH.

* \$10 | \$101, buyers

HONGKONG TIDE TABLE. From June 18th to 19th, 1908. LOW WATER. HIGH WATER Hongkong Height. Hongkong Height

HONGKONG METEOROLOGICAL REGISTER.

Honokong Observatory, June 12th

	Previous Day	On Date at	on Date at 4 p.m.
Sarometer Semperature Semperat	29.76 88 80 SW 4 opq	29.65 81 85 SSW 3 opq 0 21	29:80 77 94 — 0 or

Highest open air Temperature on 11th86 Lowest open air Temperature on 11th80



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SHIPPING IN PORT.

AMIRAL DE BROUMONT, French str., 154 Chalais, 22nd April—Haiphong 18th April, Ballast-Wilks & Jacks. ARABIA, German str., 2,867, C. Neumann, 7th June-Portland 29th April, Flour and Lumber-Portland Asiatio S.S. Co. CAMETA, British str., 2,903, P. Gibson, 6th

June-Kuchirotzu 1st June, Cosl-Mitsui Bussan Kaisha. CHILDAR, Norwegian str., 1,102, H. Nielssen, 2rd June-Bangkok 27th May, General-

Butterfield & Swire. CHOWFA, German str., 1,055, G. Spiesen, 11th June-Saigon 7th June, General-Butterfield & Swire. CHOWTAI, German str., 1,115, W. Mollermann,

10th June Bangkok 29th May, via Swatow 9th June Rice & Teak-Butterfield & Swire. COURTFIELD, British str., 4,897, John Wiseman, 25th May Moji 20th May, Coal Mitsui Bussen Kaishs. DRUFAE, Norwegian str., 1,102, J. Bing, 25th

May-Bangkok 18th May, Rice-Butter-EMPRESS OF INDIA, British str., 6,000, Beetham, 4th June-Vancouver 18th May, Mails and General-C. P. R. Co. GLENEARN, British str., 2,855, W. J. Houghton, 10th June-Hakodato via Shanghai 7th

June, Sulphur-Mitsui Bussan Kaishs. HARRHONG, French str., 500, Pomfret, 22nd April-Haiphong 18th April, Ballast-Wilks & Jacks. HILARY, German str., 1,276, H. Uecker, 29th

HINBANG, British str., 2,346, A. G. Smith, 28th May-Haiphong 26th May, Coal-Jardine, Mr. F. Hagen Matheson & Co. Hongkong, French str., 840, A. Corneliussen, Sth June-Haiphong June 5th, & Hoihow. 7th, General-A. R. Marty. HUICEOW, British str., 1,237, E. Fonyth, 11th

June-Tientsin and Chefoo 5th June, General-Butterfield & Swire. JACOB DIEDERICHSEN, German str. 630, A. Hansen, 10th June-Haiphong and Hothow 9th June, Rice-Jebsen & Co. JOSHIN MARU, Japanese str., 702, H.S. Smith, 10th June Tameui via Amoy and Swatow

9th June. General-Osaka Shosen Kaisha. KIANGCHING, Chinese str., 1,002, Bresander, 3rd June-Shanghai 30th May, General-KINO MABU, Japanese str., 1,448, 1. Hirai, sin June-Bangkok lat June, Teak-Mitsui

Bussan Kaisha. KNIVSEERG, German str., 646, D. Henk, 31st May-K. C. Wan 30th May, General-KOREA, American str., 5,651, Andrew Dixon, Mr. S. A. R. Myr Duede

4th June-San Francisco via Ports 9th | Mr. E. Grison May, General-Pacific Mail S.S. Co. LENNOX, British str., 2,361, F. McNair, 5th June-Vancouver 5th May, via Japan ports Shanghai and Woosung 2nd June, General

-Canadian Pacific Railway Co. LOCKSUN, German str., 1,020, W. Tsubert, 9th June-Bangkok J. d June, Rice and Wood -Butterfield & Swire. LOYAL, German str., 1,237, Fr. Natzius, 25th. May-Cowie 18th May, Coal-Sander,

Wieler & Co. MANILA, German str., 1,108, J. Minssen, 30th May-Sydney 5th May, General -Melchers MAUSANG, British str., 1,644, Weigall, 7th Miss A. Barker June-Sandakan 2nd June, Timber and General-Jardine, Matheson & Co.

MERFOO, Chinese str., 1,339, J. MacArthur, 8th Mrs. H. Bessley June-Bhanghai 4th June, General-NANCHANG, British str., 1,228, W. J. Miller 7th June-Chefoo 1st June, Beans-

Butterfield & Swire. NERITE, Dutch str., 1,436, Wester, 13th Mayfrom Hankow-Arnhold, Karberg & Co. NICOMEDIA, German str., 4 363, P. Wagemann, 11th June Bortland, (Or.) 11th May, General-Portland Asiatic S.S. Co.

PRIHO, German str., 476, V. Flottwell, 27th May - Saigon 22nd May, Rice-Hamburg. Amerika Linie. PITSANULOK, German str., 1,200, T. Heyenga, 25th May - Bangkok May 17th; via

Swatow 24th, Rice and Timber-Butterfield & Swire. POWHATAN, British str., 1,050, Turner 29th, May-Salina Cruz 24th April Ballast-

PROGRESS, Norwegian str., 1 450, Sedjemig, 11th June-Mojl 4th June, Coal-Wallem PROMETHEUS, Nor. str., 1,024, O. Kornelinssen,

4th June-Bangkok 28th May, Rice-Butterfield & wire. PROTEUS, Norwegian str., 1.024, C. Moller, 9th June-Bangkok 9th May, Rice-Aagaard, Thoresen & o. RAGNAR, Norwegian str., 1,220, Augensen, 5th

June - Rajang . 29th May, Timber -Wallem & Co. Samsen, German str., 998, F. Sebme z, 8th June-Saigon 3rd June, Rice-Butterfield & Swire.

SARDINIA, British str., 4,128, C. C. Telbot, 11th June-London 25th April, and Singapore 5th June, General-P & C. S. N. Co. SHANTUNG, German str., 1.668, C. Gosewitch, 3rd June—Hangkok 27th May, Rice and Salt-Chinese.

SHAOHSING, British str., 1,307, W. McIntosh, 30th May-Shanghai 26th May, General -Batterfield & Swire. SIMONGAN, Dutch str., 1,202, H. Vos, 21st May -Samarang via Pulo Laut 11th May,

Sug-r-Chin-se. SPIR, Nerwegian str., 7,87", Horn, 11th June Chelco 5th June, Brans-Wallem & Co. TEUCEE, British Bir., 5,805, J. Barwise, 5th June-Kobe 31st May, General-Butterfield & Swire.

TIENTSIN, British str., 1 227, E. Monkman, 7th -June-Amoy 5th June, General-Butterfield & Swire. TSINAN, British str., 1,460, E. Finlsyson, 10th June—Yokohama 2nd June, General— Butterfield & Swire.

General Agents for the East. TSINTAU, German str., 1,003, O. Koch, 10th June-Bingkok lat June, Rice-Butterfield & Swire. VALENTIA, British str., 2,111, Richards, 2nd June—Cardiff 17th April, Coal—Order. WAISHING, British str., 1,170, W. F. Richard, 6th June-Wuhu & Chinking let June

USHUN, Chinese str., 1,070, Pratt, 11th June
—Shanghai and Amoy 10th June, General -Chinese, ZAFIRO. British str., 1,619, R. Rodgers, St. June-Manila 6th June, Sugar and Hemp -Showan, Tomes & Co.

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Bedford, British orniser, Capt. S. E. Erskine.

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.

Cadmus, British sloop, 1070 tons, Comdr. B. L.

Clic. British alcop, 1070 tons, Comdr. C. D.

Fame, torpedo-boat destroyer, 310 tons, 6

Flora, 2nd class cruiser, 4360 tons, 10 gune,

Handy, torpedo-boat destroyer 295 tons, 6 guns,

Hart, torpedo-boat destroyer, 295 tons, 6 guns,

Janus, torpedo-beat destroyer, 320 tons, 6 guns,

Kent, srmonred, 9800, tons, 14 guns, 22000

h.p., Capt. G. C. A. Marescaux, Japan

King Alfred, British cruiser, Flag ship of

Kinshi, river gunboat, 616 tons, Lieut.-Comdr.

Merlin surveying ship, 1090, tons, 6 gans, 1400

i.h.p. Comdr. F. H. Walter, Jesselton

Monmouth, cruiser, 9800 tons, Capt. G. W.

Moorhan, river gnnboat, 180 tons, 2 gans,

Nightingale, river gunboat, 85 tons, 240 h.p.,

Otter, torpedo boat destroyer, 385 tons, 6 guns;

Robin, river gunboat, 85 tons, 2 gnns, 240 h.p.,

Sandpiper, river gunboat, 85 tons, 2 guns, 240

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p.

Taku, torpedo boat destroyer, Boan, Strath,

Tamar receiving ship, 4600 tons 6 guns,

Teal, fiver gunboat. 180 tons, 2 guns, Lieut

Thistle, gunboat, 710 tons, 900 h.p., Lieut.

Virage, terpedo-boat desiroyer, 395 tons, 6 guns,

Waterwitch, surveying ship, 620 tons, 450i.h.p.

Whiting, torpedo-boat destroyer, 360 tons, 5

Widgeon, gunboat 195, tons, 2 guns, 800 h.p.

Woodcock, gunbost, 150 tons, 2 guns, 550 h.p.

Lt Comdr. John F. Knox, Yangtere

Woodlark gunboat, 150 tons, 2 guns, 550 h.p.,

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Comdr. Hon, R. O. D. Bridgeman, en route

THE BRITISH ASLEEP

By Edward Noble in the Morning Post. For an Island Nation to stand with folded hands while her manufacturers are being strangled by foreign competition is, perhaps, explicable, although no one would call it wise but that an Island Nation which is unable to feed herself should take the same attitude whi the Merchant Navy which feeds her is slowly driven from the face of the sen is so astonishing that it can only be put down to ignorance of the true position. Yet what do we see? It is thorny subject, but I will try to put it plainly Not very long ago a daily paper published an appeal from the Lord Mayor of Liverpool for funds to enable a certain Committee to continue the work of training boys for the British Merchant Service and on another page there appeared a note showing Herr Ballin, the managing director of the Hamburg-Amerika Line, diplomatically escaping from the consequences of statement which he was reported to have made. In discussing the relative strength of the British and German Mercantile Marines Herr Ballin declared that the " overwhelming superiority" of the former existed only on paper "The British Mercantile Marine," he said "numbers comparatively few first-class passenger ships, and consists for the most part of second-rate tramps, constructed of the cheapest material, and capable of steming only at the slowest speed,

Now I am not concerned here with the question of the number or equipment of our mail ships nor with Germany's or England's claims to superiority in this branch of the wervice, but I am concerned with thequestion of the "second rate tramps constructed of the cheapest material and capable of steaming only at the slowest speed." Herr Ballin is reported to have withdrawn the statement and to deny that he made use of the phrase. Well-it is immaterial. A fact which is recognised by people conversant with the condition of our Mercantile Marine only requires to be denied in order to prove its truth. It is acknowledged that, roughly, 80 per cent, of the British shipping comes under the heading "Tramptonnage." And for the benefit of those who are uncertain I may say that a tramp is a species of steamship which came into existence early in the Eighties, when first our liners began to feel the weight of foreign competition. She has grown steadily larger, more unseaworthy, and carried fewer hands ever since. She is a brand of vessel which has no definite trade, but is ready to sail anywhere and cut into the freights of the liners. She is built cheaply She is run cheaply. She is a danger to wellordered ships by the fact that she is undermanned. In these days she is manned almost entirely by foreigners. She is a tramp, an Ishmael of the seas, and comes deservedly under the lash of Herr Ballin, but she feeds the British people, and is owned by individuals and companies who must make her pay. That is the object of her existence, the reason why she was built, and if directors are unable to earn dividends some uncomfortable truths or untruths are hurled at them at the half-yearly meetings.

England is not fed and clothed and provided with cheap crockery because otherwise England would starve and be very uncomfortable, but because it pays someone to feed and clothe and keep England warm. Shipping does not pay in these days, or perhaps one should say that the compensations are scarely considered adequate by those who invest in shipping, especially in times when the risks are daily accumulating. Once it was possible to amass great fortunes and yet run ships with a fairly lavish hand, but that time has passed. Competitionarose. Competition between British owners out-threat competition, the survivor of them left staggering. And lastly there arrived the competition of Stateaided foreigners, nations who see in our lack of system an opportunity to gain for themselves some portion, all, if possible, of that ocean-borns traffic which once admittedly was ours. Mr. John Herron, the shipowner, has recently.

given evidence before the Departmental Committee on the supply and training of British boy seamen for the Mercantile Marine. considers that Government should subsidise the shipowners for carrying and training boys whom they do not want, on the ground that sailing ships do not pay. "Eighty per cent. the companies owning sailing ships -I quote from the leading article in the Journal of Commerce-" are up to the neck in detry which they will never be able to clear off, and in face of this it would be simply preposterous to, insieb upon boys being carried on such vessels without the payment to their owners of an adequate quid. pro que." The suggested quid quo pro, as far as I can gather, will cost the country 245 per boy for the two first years of training, while on the third year he would be in receipt of " £1 per month less than an A.B.'s wages. " Sailing ship owners," says the same article, "do not carry deck boys, nor do they want them. " I agreethey want men. " Something like 33 per cent. of the boys engaged by Mr. J. W. Hughes, Liverpool shipowner, "leave at the end eighteen months for shore employment. record of the service of 43 lads shows that only three of them stayed more than a year. " I am not surprised. Meanwhile we see appeals to philauthropic individuals for funds to enable the men who are working heroically in this ungrateful task to carry on the homes and training establishments, some of them on shore and not on shipboard, which shall supply us with the necessary seamen. That is to say, philanthropy is asked to take in hand the duty of training seamen for the Mercantile Marine a duty the shipowner is no longer willing to carry out, because it does not pay.

I have no desire to make more difficult the task which has been placed before philanthropy to solve, but I ask plainly, Was it necessary insures meets the tramp full face, and she must forty years ago to solicit donations to aid our stand there in the open and take her dressing. Mercantile Marine? Has anyone ever heard that Sometimes she is incompetent to take the Green, or Wigram, or Devitt and Moore, or dressing the hand of the sea has prepared any of the old time shipowners found it Competition has seen to that. Cheap freights. necessary to refuse to train boys on the ground have seen to it. Cheap crews, cheap fittings, that their vessels did not pay, or that a bonus, cheap material have rendered it plain to the the quid pro of the 'Journal of Commerce," was man on the bridge what will happen now demand d as an inducement? Does France that this combination, of circumstances has or does Germany, our two chief competitors, met him. Sometimes these steel tanks cave find it essential to their industry to appeal to in. Sometimes the cargo shifts, despite your philanthropic persons for aid in this matter? ordered array of shifting boards, Sometime the To anyone who knows the condition of hatches are stove, sometimes the plates. The the fieets of our rivals the answer is plain- the ships lie down, throw up their heels, and we say necessity does not exist. Why is it that Ger- they are "missing." . On this subject I speak many can make such records with her Cape with bared head. The list is long. Sometimes— Horn fleet of sailing ships, while England only it is heavy, sometimes it is light; but it is always succeeds in tunbing a bad second? Is it present, staring at those who have eyes to see. because Britishers are getting as flabby as the I accept that statement of Her Ballin's, whether tanks in which they sail, or is it because the he made it er not. Eighty per cent. of British German ship is well built and well manned ships are tramps, and life in a tramp is servitude. and the British is inefficient? One has heard, Cut at the heart of this evil. Recognise the his owners, but authoritatively we are told which seems to be going the way of other industhat "80 per cent. of British sailing ships are tries, of agriculture—an industry which preup to their neck in debt, which they will sently may be lost to the British people, who, never be able to clear off." Is it now time when they came into possession of it, found it that we looked at this thing straight and spoke strong and virile.

of it without byperbole? By common assent it is recognised that the truth is often unpleasant, and the truth here is even more

own knowledge that this state of things-has of necessity develop in the heart and soul. well to run ships empty as full.

countries in a lessor degree, have made for themon the seas things of the tramp brand, "manned" by three men in a watch, carrying two "officers" and harrying them night and day, in port and at ses, in the effort to make dividends for those of its interests, therefore Comte has summarised shareholders who will clamour. England in her his ideas also on morals and society in the most struggle to maintain her position has succeeded striking formulae. The words "order and in sweating her sailors, and now that we are find progress," which he gives as the motto of ing it difficult to man our ships with Britishers politics, point to the twofold condition of all we are asked to put our hands in our pockets to life and development. They couple the static perpetuate the evils so lucidly described by Herr with the dynamic, by pointing out that Ballin. If you can find an Englishman sailing progress is only a further development of order, before the mast in steam or sailing ship tramp. adjusting itself with greater and greater precidom, ask him his opinion of the life. He will give | sion to the necessities of its environment. The is with embellishments bordering on blasphemy. | conception meets with spirited oppsition from If you ask his officer he will tell you he would not revolutionary minds, which believe that radical send a dog to sea. He may give you his views of and spontaneous changes can be produced in a "two officer" ship, one of the "freak-brand" politics. A serious error, reduced to an absurdity that is patiently butting against circumstances | through Comte's other formula that "destrucand the State-aided foreigner. He will explain, tion is only replacement." The combination of perhaps, how it feels to stand "watch and these two expressions forms the best guide and watch," which means 15 hours on duty daily, rule of conduct for our relations with political what it is like to tally cargo Sunday and all days life. while in port, all night too if need be, and with. "Act, through love and think in order to out additional pay; what he is fit for when, the act " is the formula in which Comte has sumcargo discharged, he climbs to "Mount Misery" med up the main conditions of all social and (the bridge) and resumes a duty known as moral existence. It is most happily supplenavigation. Whether he is at for it after mented by the expression "live for thy perhaps 30 or 4) hours work at the eargo; what neighbour. the three-hour snatch of sleep, spatchcocked between salt water baths provided gratis by the | an ideal, which has never been excelled in distinctramp he directs, is like - whether on turning | tion and nobility. It includes this within it, that out he is inclined to laugh and hitch his the idea of Duty-is to take precedence of that of trousers after the manner of tars on the Right, a thought of the highest social value, of stage, Ask him, too, whether it pays to which all educated nations are already be an officer, whether there is any pension at the end of things or only the streets and the House?". If he be skipper ask him the same question-does it pay? The man earns perhaps ten pounds a month, perhaps twenty-anything that lies between may be his salary, plus in some cases a written agreement to hand to his managing director all those perquisites and commissions on which he is supposed to grow fat, on pain of instant dismissal. Ask this British, be he British, shipmaster his views on the justice of those Board of Trade inquiries which sit in judgment upon him : whether the upshot is penalty for the owner of the undermanned and cheaply-run tramp which has come to grief while he stood on her bridge or panalty for him : whether he would find it easy to climb once mere to cominand after his certificate has been suspended, or whether he found it wise to say at that inquiry, all that he knew of the disaster. which has rained him. Ask the officers of some of our "liners" what it is like to sit at the head of a table and obat with passengers and system. atically refuse those dishes which are meant only for the passenger who smiles in his face. what would be the consequences for him if he

is inclined to trust you, or you are one of the brotherhood, he will keep you pinned with the story of the fall, of the competition which has brought it about, of the overbuilding and bounties which have reduced freights until it would benefit the merchant in Liverpool to ship goods to London via New York rather than send them via Crowe. Eighty per cent. of British ships are tramps, scandalously handi-"In 1870," says a Board of Trade shipping | capped from the hour of their birth, hopelessly return for 1900, "we had 18,303 apprentices. inadequate to resist that "combination of To-day we have only 5,617." And, I may add. | circumstances" which at any moment they may in 1906 the Board of Trade return puts the meet, But they feed us, bring us cloaks number at 2,943 The actual figures for the and hats and cradles and window-sashes period in question are as follows; 1870, 18,303; and roll-top desks-things, it appears, we are 1880, 14,667; 1890, 8,650; 1900, 5617; 1906, too stupid to make; they bring us also cotton and wool and grain and beef. Sometimes they find the task difficult. Sometimes that combination of circumstances against which mantoo, that the German can make a dividend for position. t is a sweated industry; an industry

forgot his position and indulged in his appetite

is. It is not the condition which was, but the

condition which is, that annoys. Yet, if you have

patience, ask these questions, and if this sailor.

The thing stands too appallingly for what it

POSITIVISM.

There is a formula, applicable equally to a than usually nauseous. Yes I will state it. belief in ideas and to a belief in matter, which The conditions of service in the British Mer- expresses, as Angusta Comte said, the most cantile Marine are such that no self-respecting absolute truth that there is, the consciousness man or boy will continue in it. That is my that is, that "everything is relative." Every statement, and lest it should be supposed that I one knows it, every one understands it; who am alone in my belief I quote the former Pre- has not nitered it once at least? Yet the sident of the Board of Trade, who in the House affirmation that "everything is relative" is, of Commons on May 23, 1906, spoke these words: after all, of a positive nature. It is the ex-"My own surprise is not that we have not a pression of an affirmation, which is at all sufficient number of sailors, but that we have events necessary in order to be able to see 150,000 Britishers who go to sea under such into the heart of things, to make a start and conditions as prevail at present." That, I take arrive at a conclusion. Undoubtedly, most of it, coming as it does from one who, was then at those who have this expression on their tongues the head of this great industry, may be regarded do not realise its scope. No one realises that as unequivocal; yet I venture to quote one more this formula involves for us what the assumption extract, this time from a letter from Mr. H. A. of the existence of a God involved for the Deist, Livermore, the secretary to the Missions to the Christian or the Mussulman. Yet it is so. Seamen. He is speaking of the boys who go to This formula puts a final end to the Absolute. sea, "the future officers and commanders of our The spread of this formula is a sign of the Mercantile Marine." These lade," he tells us, times, and a striking proof that in future generally come from good homes, while very Positivism will dominate humanity. In the many are the sons of professional men; but religion of humanity it plays the same part as the conditions under which they too often did the formula "Christus regnat, Christus live and work on board ship are such imperat," applied to Christ. It involves the adclass lads in this country would not spectators of phenomena, which are independent endure for a single day. Cooped up for three, of our will and subject to determinate laws of four, or even five months at a time, in the Nature. It involves this too, that we can get discomfort, dirt, and evil surroundings of a profit from this phenomena only by subordinatmodern sailing ship, these young gentlemen ing ourselves, to them, and that we are not when they reach porte are only too ready to fall authorised to have recourse to prayer and a prey to the landsharks, who hold out to them supplication. These three words, "everything opportunities of pleasure, but who generally is relative," which Comte did not invent, but to end in robbing and ruining the poor lads," which he gave an entirely new signification, That is the indictment of one who has also had indicate that everything is changing in our exceptional means of coming at the truth; and method of thinking, and that a new order of accept it in all sincerity. You will notice, things will begin, In a certain sense, they are too that Mr. Livermore says "modern sailing the corner-stone of the positivist dogma, ships," also that the ex-President of the Board accepted more or less faithfully by such as of Trade says" such conditions as prevail at repeat them. It is a potent formula, but more present," and I state here definitely from my potent still are the consequences, which it must

been brought upon us by competition: a too To relinquish the explanation of phenomena keen competition: by overbuilding during otherwise than through laws, involves the "boom" years; by the constant aim of cheapen- renunciation of all speculations concerning ing ships in order that they may still be able to initial and final causes. The result of this is a compete with State-aided foreigners; by the wise resignation to what is inevitable, and this, constant reduction of cosan freight charges; by so far from hampering human activity, rather, fights between rival lines until it pays nearly as concentrates it on the only phenomens which are amenable to influence and should for that Germany and Franco, and other protected. very reason form the real aim of human life.

Honce arises the idea of a true Providence, selves fleets while our shipowners have fought to task of Humanity, which may be compared to meet them by reducing expenses; by launching | Pascal's "Man." " who can live for ever and can never cease caring for the welfare of the unlimited line of his posterity."

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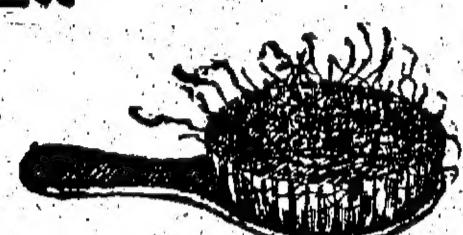
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Hongkong, 18th May, 1904

AVERAGE MARKET PRICES

June 5th, 1908. The Prices are given in Dollar Cents. BUTCHER MEAT. Mel Lung Ph Yuk-Beef, sirloin Ham Ngau Yok-Corned Heef 1b. 19

內中級 Shin Ngau Yok—Roast Best..., 20 MA Ngau Lam-Breast of Beef ... " Tong Yok-Beef for soup Ngau Yok Pa-Beef Steak 20 A Ngau Yok Ch'ong - Sausages , 26 A Ngau No-Bullock's Brains par set 1 Ngau Lek - Beef Steak, Sirloin ,, 28 Ngau Le-Bullock's Tongue, freh

MAM Ham Ngau Le-, corned , 55 MA Ngau Tau -Bullock's Head ... , 80 A Ngau Sam- " Heart... lb. 14 Ham Ngau Kin-Beef Hump, Balt A Ngai Kok-Bullook's Feet ... each 10

Ngau Iu-Bullook's Kidney ... , 10 Ngau Mer-Bullock's Tail ,, 17 Ngau Kon -Bullock's Liver ... lb. 12 HA Ngan To-Bullock's Tripe, THE Menu Tsai T'au Kok-Calvee, head and Feet.....set 1.0 ●篇章 Youg Pai Kwat-Mutton Chop 1b. 22

Yong Shau-Mutton Shoulder , 20 Your Tau-Sheeps' Head per set 50 Youg Sam Sheeps Heart ... 1b. 6 Your Iu-Sheeps Kidneys Yong Kon-Sheeps' Liver ... 1b. 22 Ch No-Pig Brainsper set 2: Ch Teap-Pige Fry lb 13 Chu l'au-Pig's Heads..... Cha Iu-Pigs Kidneypair 一种 Chu P'ai Kwat-Pork Chop' ... Chu Sam-Pig's Heart each Chu Kon-Pig's Liver 1b. 24

子 Chi Tsai-Sucking Pigs (to 中华 Shang Ngau Yau—Beef Suet , 20. ★本 Shang Youg Yau-Mutton Suet-Ngan Lap Ch'ong - Beef Sausges , 26 Ngau Lap Chong-Veal , 20 POULTRY.

Kai Tsai Chicken Bin Kai Capons Pan Kau-Doves each 21 Sang Sheng ShouAp-Wild Duck, -Ap-Ducks..... lb. 18 Kai Tan-Hen's Eggs doz. 18 Mai Hainan ... , 28 Shong Hoi Ya Ngoa-Goose, Wild ... Shanghai pair -Pak Kop-Pigeons Canton each 30 Hollow , 26 To Tsai-Hare Shin Kai—Pheasant

Cha Ku-Partridge each -全花来 Wos Fá Tsök—Rice Birds ... doz -80 Ts'oi-Snipe..... each -Shou Ap—Teal Foa Kai Kung-Turkeys, Cook lb. 60 Fos Kai Mo-Turkeys, Hen 45 Ksi Yu-Barbel Harren and 11 ▲木英 Tsm Shou Yu—Canton Fresh-

Wong Mei Lun-Dace...... 10 Tit To Shi -- Dog Fish 9 Hoi Sin-Eels, Conger , 15 Tim Shui Sin-Eels, Fresh water 16 Wong San-Eela, Yellow , 24 Pak Kap Yu-Gudgeon 12 Tso Pak Yu-Herrings Halibut

Mong Yu-Monk Fish 1b. 24 Kai Kung Yti-Parrot Fish..., , - 15 Tau Lo-Perch AFR Hau Tsz Yü-Pike..... 董歌店 l'a Po Tun—Plaice Pak Chong-Pomfret, White. .. Hak Ch'ong- Black ...

Pi Pa Sa-Ray..... Sik Kan Kung -Rock Fish Ch'un Yu-Roach Ba Yt-Shark Ma Yau Yu—Salmon, Canton , 28 A Shang Yu-Salmon, Fresh Water .. Ha-Shrimps 24 P'o Yü—Skate 10

Tat Sa Yu Soles..... 24 Tso Hau Yu-Turbot 24 Kök Yü-Turtles, small, freshwater general construction in 60 Pak Bit Yu-White Bait -Mang Yan-Almonds 21 Kam Shan Ping Ko-Apples,

重字建文 in Taun Pin Ko—Apples, Cfoo "— 110i Tong-Apples, small, Chefoo,, -Fan Chi-Apples, Custard, ** Rate Pun Ping Ko-Apples, Shang Sheg Heung Tein Bananas: fragrant, Canton This Shang Houng Tsin Bananas -

Young To Carambola Fung Nut Chestauts, Chin 380 ,, Ye Taz -Gocoanutsesch 10 子基据 P'6 Tai Tsz-Grapes... 1st ql. lb. -Ning Mong—Lemons, Chinese , 10 Kam Shang Lingmon—Lemon, ql. lb. La Chi-Lichees, Fresh. 1st ql. 9

Lai Chi Kon - Lichees, Small ' lb. 21 On Nan Mong Mango, Saigen ,, —

Bhan Chuk Tsz—Mangosteons, per 100laf \$3.69 展回神 Yong Sai Kwa-Water Melen, 6ai Kwa - Wafer Melons China To Hong Kwa Musk. Molor Passion Fruit, American, Zeach Thu Mango esteen

Chiu Chau Chang—Tranges O Mun Ch'ang Oranges, Macao ,, -Chu Sa Kat-H Tim Kat

理論上 S'hai Sat Li-Pears American lb 8in Tsi -Pears, Cooking, Canton 20 Sa Li-Pears, Shanghai..... Hung Tai -Porsiminons large ... Hung Li-Plums, Swatow 7 Pun Ti Po Lo -Pineapple , 10 Pineapple Coong only ... 2nd 震大 Tai Teiu-Plaidtains

Min Luk Yau -Pumelo, Amy ... each -地數語道 Chim Lo Lok Yau —Pumelo, Siam — San, Hop I'o -Walnuts, Fresh Ib. * Hop To -Walnuts, Green 12

VEGETAGLES, &. 竹油了港上 Shanghai Ys Chi Chuk-Artichokse, Shanghai -

本章 Loong Soo Ts'oi—Asparagus...dos. --Chuk Sun-Bamboo Shoots ... lb. 本 Ngi Tsdi-Beans, Sprout Tau Kok- , "Long.... Min Tau- Broad Pin Tau- French, S'hai 普通門漢 O Moon Bin Tau-Beans, ... Macao (French) Bootroot ... each & Att Hung Tau Tso Shobundle -Pak Ts'oi-Brassiboo Shoots Chuk Shun—Bam & Chinese

本并 Kai Ts'oi-Cabbag Shanghai each 6 Kam Sün-Carrots ...wor..... each -TE Ye Ta'oi Fi Caulifloarge Size 花本稿大 Ta Yo Tsoi Fa ... Lauliflower. 在基準中 Chung Ye Ta'oi Fa -C...

To Can Te'oi -Colory, Chiry, Eng. " Yeung Can Ta'oi-Celeh 藤書 Fu Kwa—Bitter Squas Mark Kon Lat Chiu-Chilles, Dried Tring Lat Tsiu-Chilies, Green ... 12 在 Hung Fa Tsiu-Chilles, Red ... B Taing Kwa-Cucumbers BARRIN KE Li Ts'oi Liu-CurryStu L. - English

Ma Ch'ung Tau-Garlie La Keung-Ginger, old Tar Koung-Ginger, young ... 15 Ts'ing Tau-Green Peas..... HA Kan Lik-Horse Radish, S'hai Suk Mai-Sweet Com.....piece 4 # Young Shang Ta'ol-Lettuce... Mush Melon.... 基章生 Shang Tso Ku-Mushrooms, 35

fresh..... # Mo Ke-Ochra Tau-Onions, B'bay. EA Shang Ts'ung -Onions, Green. Tak H Yat Pun Ta'ung Tau-Onions Јарапова Banghai Ts'ung Tau-Onions.

Shanghai 5 Mo ka-Okrose 秦元章 Yeung Yuen Si-Parsley, Eng. bundle ... per lb 15 丹香河流 Foochow Shu Tsai—Potatoes. Foechowlb. 8 任事後上 Shanghai Shu Tsai-Potatoe... 任書本日 Yat Pun Shu Tsai-Pointoes.

Macao

American

Fan Shn-Potatoes, Sweet..... Tung Kwa-Pumpkin 本任意 Chu Tsai Ts'oi—Pureline 任白麗紅 Hung Lo Pak Tsal—Badish ... 本堂 Ye Ts'oi—Cabbage Rooteach — Mark Kon Ts'ung Tau-Shalots......lb. S Yin Ts'oi-Spinach..... W Ft Tau-Taros Fan Ke-Tomatoss..... Lo Pak-Spinsch Chinasa. 角度 Tau kok...... Lir Ngau-Lily Root..... Mar Young Lo Pak-Turnips, Eng.

任書門读 O Mun Shu Tsai-Potatoes.

任書館花 Fa Ke Shu Tsai-Potatose.

成数 Teit Kwa-Vegetable Marrow . . 4 Ma Tai -Water Chestnuts. Common 過風林柱 Kwei Lam Ma Tai - Water .. -Chestnuts, Mandaarin 西洋森 Sai Yuong Ts'oi—Water Crosses Sage per bundle

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THE BRITISH ASLEEP.

By Edward Noble in the Morning Post. For an Island Nation to stand with folded hands while her manufacturers are being strangled by foreign competition is, perhaps, explicable, although no one would call it wise but that an Island Nation which is unable to feed herself should take the same attitude whi the Merchant Navy which feeds her is slowly driven from the face of the sea is so astonishing that it can only be put down to ignorance of the true position. Yet what do we see? It is thorny subject, but I will try to put it plainly Not very long ago a daily paper published an appeal from the Lord Mayor of Liverpool for funds to enable a certain Committee to continue the work of training boys for the British Merchant Service-and on another page there appeared a note showing Herr Ballin; th managing director of the Hamburg-Amerika Line, diplomatically escaping from the consequences of statement which he was reported to have made. In discussing the relative strength of the British and German Mercantile Marines Herr Ballin declared that the "overwhelming superiority" of the former existed only on paper. "The British Mercantile Marine," he said. "numbers comparatively few first-class passenger ships, and consists for the most part of second-rate tramps, constructed of the chespest material, and capable of steaming only at the alowest speed.

Now I am not concerned here with the question of the number or equipment of our mail ships nor with Germany's or England's claims to superiorily in this branch of the service, but I am conserned with the question of the "second rate tramps constructed of the cheapest material and capable of steaming only at the slowest speed." Herr Ballin is reported to have withdrawn he statement and to deny that he made use of the phrase. Well-it is immaterial. A fact which is recognised by people conversant with the condition of our Mercantile Marine only requires to be denied in order to prove its trath. It is acknowledged that, roughly, 80 percent, of the British ship. ping comes under the bearing "Tramptounage." And for the benefit of those who are uncertain I may say that a tramp is a species. of steamship which same into existence early in the Eighties, when first our liners began to feel the weight of foreign competition. She has grown steadily larger, more unseaworthy, and carried fewer hands ever since. She is a brand of vessel which has no definite trade, but is ready to sail anywhere and out into the freights of the liners. She is built cheaply. She is run cheaply. She is a danger to wellordered ships by the fact that she is undermanned. In these days she is manned almost entirely by foreigners. She is a tramp, an Ishmael of the sos, and comes deservedly under the lash of Herr Ballin, but she feeds the British people and is owned by individuals and companies who must make her pay. That is the object of her existence, the reason why she was built, and if directors are unable to earn, dividends some uncomfortable truths or untruths are hurled at them at the half-yearly maatings.

England is not fed and clothed and provided with cheap crockery because otherwise England would starve and to very uncomfortable, but because it pays someone to feed and clothe and keep England warm. Shipping does not pay in these days, or perhaps one should say that the compensations are searely considered adequate by those who invest in shipping, especially in times when the risks are daily accumulating. yet run ships with sfairly lavish hand, but that navigation. Whether he is fit for it after mented by the expression "live for thy tion between British owners—cut-throat competition, the survivor of them left staggering. And between sait water baths provided gratis by the an ideal, which has never been excelled in distinclastly there arrived the competition of Stateaided foreigners, nations who see in our lack of system an opportunity to gain for themselves trousers after the manner of tars on the Right, a thought of the highest social value, of

Mr. John Herros, the shipowner, has recently given evidence before the Departmental Committee on the supply and training of British boy seamen for the Mercantile Marine. considers that Government should subsidise the shipowners for curying and training boys whom they do not want, on the ground that sailing ships do not pay. " Eighty per cent. of the companies owning sailing ships - I quote from the leading acticle in the Journal of Commerce- are up to the neck in debt which they will never be able to clear off, and in face of this it would be simply preposterous to insist upon boys being carried on such vessels without the payment to their owners of an adequate quid pro quo." The suggested quid quo pro, as far as I can kather, will out the country 245 per boy for the two first years of training, while on the third year he would be in receipt of "£1 per month less than an A.B.'s wages." Sailing ship. owners," says the same article, "do not carry deck boys, nor do they want them." I agreethey want men. Something like 33 per cent. of the boys engaged by Mr. J. W. Hughes," a Liverpool shipower, "leave at the end eighteen months for shore employment. record of the service of 43 lads shows that only three of them stayed more than a year." I am not surprised. Meanwhile we see appeals to philanthropic individuals for funds to enable the men who are working heroically in this ungrateful task to carry on the homes and training establishments, some of them on shore and not on shipbord, which shall supply us with the necessary seamen. That is to say, philanthropy is aked to take in hand the duty of training mamon for the Mercantile Marine a duty he shipowner is no longer willing to carry out, because it does not pay. "In 1870," says a Board of Trade shipping return for 1900, we had 18,303 apprentices. To-day we have only 5,617." - And, I may add, in 1906 the Board of Trade return puts the period in question are as follows: 1870, 18.303: 1880, 14,667; 1890, 8,650; 1900, 5617; 1906,

task which has been placed before philanthropy forty years ago to solicit donations to aid our Mercantile Marine Hasan, one ever heard that Green, or Wigram, or Devitt and Moore, or any of the old time shipowners found necessary to refuse to train boys on the ground that their vessels did not pay, or that a bonus, the quid pro of the "Journal of Commerce," was demand d as an inducement? Does France or does Germany our two chief competitors, find it essential totheir industry to appeal to philanthropic persons for aid in this matter? To anyone who knows the condition of the fleets of our syals the answer is plain- the necessity does not exist. Why is it that Germany can make such records with her Cape succeeds in running a bad second? and the British sinefficient?- One has heard; his owners, but authoritatively we are told that "80 per cent of British sailing ships are tries, of agriculture—an industry which pre-up to their neck in debt, which they will sently may be lost to the British people, who, never be able to clear off." Is it now time when they came into possession of it; found it that we looked at this thing straight and spoke | strong and virile.

of it without hyperbole? By common assent it is recognised that the truth is often unpleasant, and the truth here is even more than usually nausoous. Yes I will state it.

The conditions of service in the British Mercantile Marine are such that no self-respecting absolute truth that there is, the consciousness man or boy will continue in it. That is my that is, that "everything is relative." Every statement, and lest it should be supposed that I one knows it, every one understands it; who am alone in my belief I quote the former Pre- has not uttered it once at least? Yet the sident of the Board of Trade, who in the House affirmation that "everything is relative" is of Commons on May 23, 1906, spoke these words: after all, of a positive nature. It is the exsufficient number of sailors, but that we have events necessary in order to be able to see 150,000 Britishers who go to sea under such into the heart of things, to make a start and conditions as prevail at present." That, I take arrive at a conclusion. Undoubtedly, most of it, coming as it does from one who was then at those who have this expression on their tongues the head of this great industry, may be regarded do not realise its scope. No one realises that as unequivocal; yet I venture to quote one more this formula involves for us what the assumption extract, this time from a letter from Mr. H. A. of the existence of a God involved for the Deist, Livermore, the secretary to the Missions to the Christian or the Mussulman. Yet it is so, Seamen. He is speaking of the boys who go to This formula puts a final end to the Absolute. ses, "the future officers and commanders of our. The spread of this formula is a sign of the Mercantile Marine." These lads," he tells us, times, and a striking proof that in future many are the sons of professional men; but religion of humanity it plays the same part as the conditions under which they too often did the formula "Christus regnat, Christus live and work on board ship are such imperat," applied to Christ. It involves the adas the majority of self-respecting working- mission that we are merely simple observers and class lads in this country would not spectators of phenomens, which are independent endure for a single day. Cooped up for three, of our will and subject to determinate laws of four, or even five months at a time, in the Nature. It involves this too, that we can get discomfort, dirt, and evil surroundings of a profit from this phenomena only by subordinatmodern sailing ship, these young gentlemen ing ourselves, to them, and that we are not when they reach port are only too ready to fall authorised to have recourse to prayer and a prey to the landsharks, who hold out to them supplication. These three words, "everything opportunities of pleasure, but who generally is relative," which Cemte did not invent, but to end in robbing and ruining the poor lads." which he gave an entirely new signification, That is the indictment of one who has also had indicate that everything is changing in our too, that Mr. Livermore says "modern sailing the corner-stone of the positivist dogme, ships," also that the ex-President of the Board | accepted more or less faithfully by such as of Trade says" such conditions as prevail at repeat them. It is a potent formula, but more present," and I state here definitely from my potent still are the consequences; which it must own knowledge that this state of things has of necessity develop in the heart and soul. well to run ships empty as full. Germany and France, and other protected

countries in a lesser degree, have made for themselves fleets while our shipowners have fought to meet them by reducing expenses; by launching on the seas things of the tramp brand, " manned" by three men in a watch, carrying two "officers" and harrying them night and day, in port and at sen, in the effort to make dividends for those shareholders who will clamour. England in her his ideas also on morals and society in the most struggle to maintain her position has succeeded striking formules. The words "order and in awesting her sailors, and now that we are find- progress,"- which he gives as the motto of ing it difficult to man our ships with Britishers politics, point to the twofold condition of all we are asked to put our hands in our pockets to life and development. They couple the static perpetuate the evils so incidly described by Herr with the dynamic, by pointing out that Ballin. If you can find an Englishman sailing progress is only a further development of order, before the mast in steam or sailing ship tramp- adjusting itself with greater and greater precidom, ask him his opinion of the life. He will give | sion to the necessities of its environment. The is with embellishments bordering on blasphemy. | conception meets with spirited opposition from If you sak his officer he will tell you be would not | revolutionary minds, which believe that radical send a dog to sea. He may give you his views of and spontaneous changes can be produced in a "two officer" ship, one of the "freak-brand" polition. A serious error, reduced to an absurdity that is patiently butting against circumstances | through Comte's other formula that "destrucand the State-aided foreigner. He will explain, tion is only replacement." The combination of perhaps, how it feels to stand "watch and these two expressions forms the best guide and watch," which means 15 hours on duty daily, rule of conduct for our relations with political what it is like to tally cargo Sunday and all days life. ime has passed. Competition gross. Competi- perhaps 30 or 40 hours work at the cargo; what neighbour the three-hour sustein of sleep; spatchcocked Both expressions suggest for the life of a man tramp he directs, is like whether on turning tion and nobility. It includes this within it, that out he is inclined to laugh and hitch his the idea of Duty is to take precedence of that of some portion, all, if possible, of that ocean-borne stage. Ask him, too, whether it pays to which all educated nations are already traffic which once simittedly was ours. the end of things or only the streets and the House? If he be skipper ask him the same question-does it pay? The man earns perhaps ten pounds a month, perhaps twenty—anything that lies between may be his salary, plus in some -coses a written agreement to hand to his manag-Ing director all those perquisites and commissions on which he is supposed to grow fat, on pain of instant dismissal. Ask this British, be he British, shipmaster his views on the justice of those Board of Trade inquiries which sit in judgment upon him; whether the upshot is penalty for the owner of the undermanned and cheaply-run tramp which has come to grief while he stood on her bridge or penalty for him; whether he would find it easy to climb once more to command after his certificate has been suspended, or whether he found it wise to say at that inquiry, all that he knew of the disaster which has ruined him. Ask the officers of some of our "liners" what it is like to sit at the head of a table and chat with passengers and system. atically refuse those dishes which are meant only for the passenger who smiles in his face. what would be the consequences for him if he

is inclined to trust you, or you are one of the brotherhood, he will keep you pinned with the story of the fall, of the competition which has brought it about, of the overbuilding and bounties which have reduced freights until it would benefit the merchant in Liverpool to ship goods to London via New York rather than send them via Crewe. Eighty per cent of British ships are tramps, scandalously handicapped from the hour of their birth, hopelessly inadequate to resist that "combination of circumstances" which at any moment they may meet. But they feed us, bring us cloaks number at 2,943 The actual figures for the and hats and cradles and window-sashes and roll-top desks-shings, it appears, we are too stupid to make; they bring us also cotton and wool and grain and beef. Sometimes they I have no desire to make more difficult the find the task difficult. Sometimes that combination of circumstances against which man to solve, but I ask plainly, Was it necessary insures meets the tramp full face, and she must stand there in the open anfi take her dressing. Sometimes she is incompetent to take the dressing the hand of the sea has prepared Compelition has seen to that. Cheap freights have seen to it. Chesp crews, cheap fittings, cheap material have rendered it plain to the man on the bridge what will happen now that this combination of circumstances has met him. Sometimes these steel tanks cave in. Sometimes the cargo shifts, despite your ordered array of shifting boards. Sometime the hatches are stove, sometimes the plates. The ships lie down, throw up their heels, and we say they are "missing.". On this subject I speak with bared head. The list is long. Sometimes Horn fleet of sailing ships, while England only it is heavy, sometimes it is light; but it is always it present, staring at those who have eyes to see. because Britishers are getting as flabby as the I accept that statement of Her Ballin's, whether tanks in which they sail, or is it because the he made it or not. Eighty per cent. of British German ship is well built and well manned ships are tramps, and life in a tramp is servitude. Cut at the heart of this evil. Recognise the too, that the German can make a dividend for position. t is a sweated industry; an industry which seems to begoing the way of other indus-

forgot his position and indulged in his appetite

is. It is not the condition which was, but the

condition which is, that annoys. Yet, if you have

patience, ask these questions, and if this sailor

The thing stands too appallingly for what it

POSITIVISM.

There is a formula, applicable equally to a belief in ideas and to a belief in matter, which expresses, as Auguste Comte said, the most My own surprise is not that we have not a pression of an affirmation, which is at all generally come from good homes, while very Positivism will dominate humanity. In the exceptional means of coming at the truth, and method of thinking, and that a new order of accept—it in all-sincerity. You will notice, things will begin. In a certain sense, they are been brought upon us by competition; a too To relinquish the explanation of phenomena

keen competition; by overbuilding during otherwise than through laws, involves the "boom" years; by the constant aim of cheapen- renunciation of all speculations concerning ing ships in order that they may still be able to initial and final causes. The result of this is a compete with State-aided foreigners; by the wise resignation to what is inevitable, and this, constant reduction of ocean freight charges; by so far from hampering human activity, rather fights between rival lines until it pays nearly as concentrates it on the only phenomena which are amenable to influence and should for that yery reason form the real aim of human life.

Hence arises the ides of a true Providence, a task of Humanity, which may be compared to Pascal's "Man," " who can live for ever and can never cease caring for the welfare of the unlimited line of his posterity."

But Positivism embraces life in the sum total of its interests, therefore Comte has summarised

while in port, all night too if need be, and with- "Act through love and think in order to out additional pay; what he is fit for when, the act" is the formula in which Comte has sumcargo discharged, he climbs to "Mount Misery" med up the main conditions of all social and Once it was possible to amass great fortunes and (the bridge) and resumes a duty known as moral existence. It is most happily supple-

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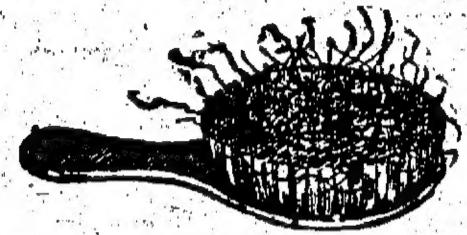
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